

# GRAIN DEALERS' JOURNAL

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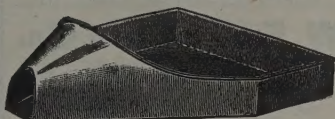
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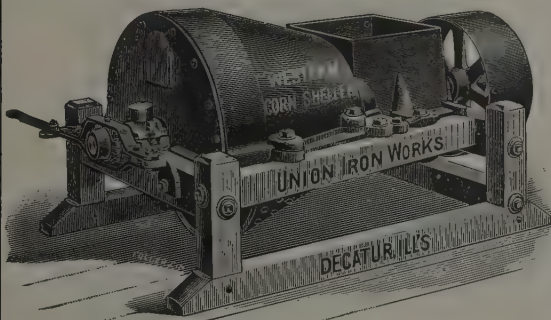


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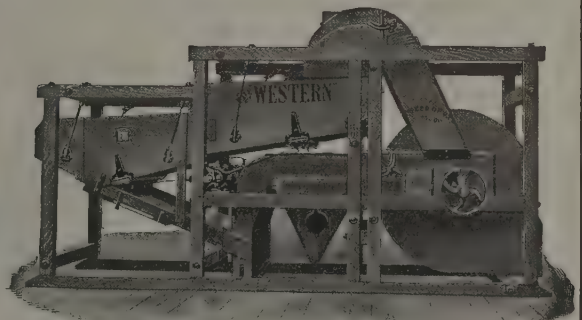
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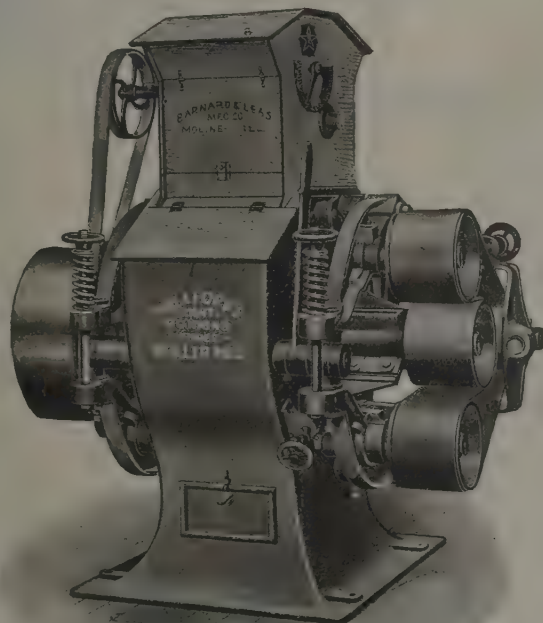
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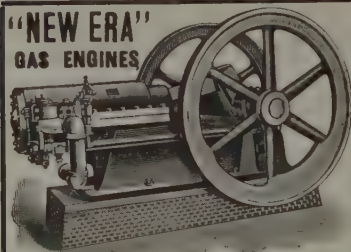
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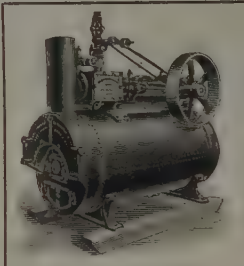
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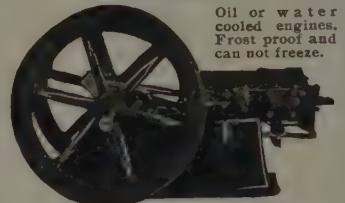
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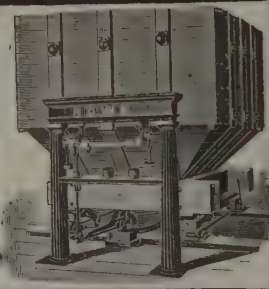
Oil or water  
cooled engines.  
Frost proof and  
can not freeze.



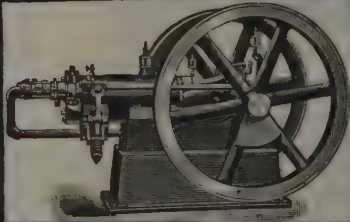
Before purchasing do not fail to write for  
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**Waterloo Gasoline Engine Co.**  
Waterloo, Iowa

### HOWE SCALES ENGINES THE WORLDS BEST



POWER  
AND  
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ESTIMATES FURNISHED PROMPTLY  
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### The Alamo GASOLINE ENGINES.

HIGH GRADE  
AUTOMATIC  
SIMPLE  
ECONOMICAL  
SAFE



"The Alamo"

### "The Standard"

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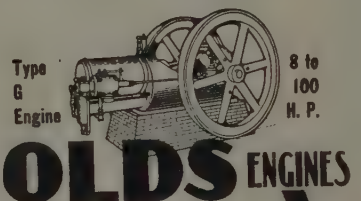
For All Purposes



ACCURATE  
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**THE STANDARD SCALE & SUPPLY CO.**

127-129 Market Street, CHICAGO, ILL.



Type  
G  
Engine

8 to  
100  
H. P.

## OLDS ENGINES

Economical Power for  
Elevators

In sending out their last specifications for gasoline engines for West Point, the U. S. War Department required them "to be **OLDS ENGINES** or equal." They

excel all others, or the U. S. Government would not demand them.

They are the horizontal type, 2 to 100 H. P., and are so simply and perfectly made that it requires no experience to run them, and

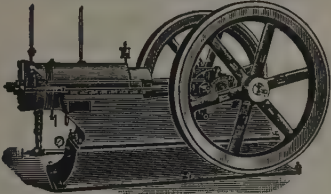
**Repairs Practically Cost Nothing**

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### WAYNE GASOLINE ENGINES NOT THE CHEAPEST BUT THE BEST



Send for Catalog of our Special Elevator Engines.  
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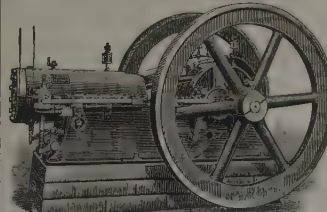
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Write for descriptive circular.  
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**15 DAYS' TRIAL  
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No cash payment required.  
We pay freight to any point  
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Spark Plugs guaranteed for  
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Each working part can be removed without disturbing any other part or piping.

Send for 40 page Catalogue No. 20.

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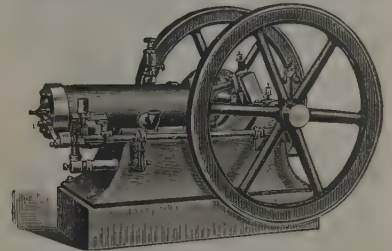
#### Economy is Wealth

If you knew that one engine would do your work on less fuel than another, you would surely choose the more economical one. Thousands of users have decided in favor of the Otto to their everlasting profit. We have taken part in many competitive tests and never failed to show a 10% saving over the competing engine. In most cases we have done the same work on from 20 to 33 1/3 % less fuel. The first cost of the "Otto" is a little greater but you get it all back—and more.



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**STANDARD OF THE WORLD**

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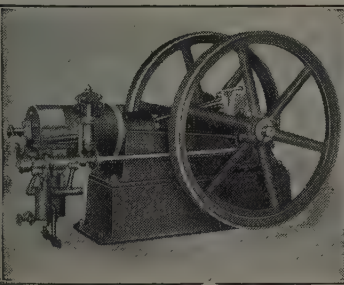


Grain Elevator Machinery and Supplies

**C. D. Holbrook & Co.**

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### THIS ENGINE



will furnish you with an absolutely reliable power. It is economical of fuel; compact, closely governed, simple and strong in construction, has few parts and is not likely to get out of order. An ideal engine for the elevator. We want to tell you more about it. So write us

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You ought to use Fairbanks Scales and Fairbanks-Morse Gasoline Engines, for the same reason that they were given the Highest Award at the Louisiana Purchase Exposition, St. Louis, 1904. **THEY ARE THE BEST.**

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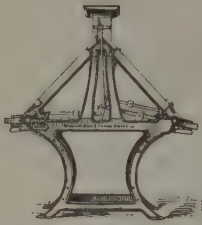
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Automatically fills, weighs, counts the bags and shifts cut-off valves. Operator supplies empty bags. Shipped on trial, subject to your approval.

They are: Simple, because they are not complicated or intricate.

Cheap, because they are simple.

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They are: Simple, cheap, durable, fast and accurate, because we

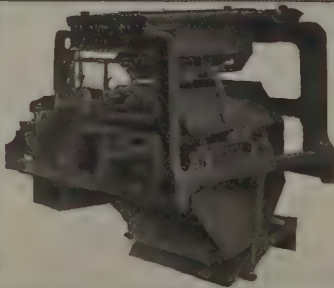
guarantee them, and they must be that way.

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## GOLD MEDAL ST. LOUIS 1904



## AUTOMATIC SCALES

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Accurately weighed and registered.

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No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets. The sheet is perforated so that each ticket can easily be removed.

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800 tickets in each book, with a rubber stamp for quickly filling in name of buyer. Price \$1.25

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A new scale book that saves time and prevents errors. It is 12x12 inches, contains 225 pages and has room to record 7,425 loads.

Price.....\$2.00

**GRAIN DEALERS JOURNAL**

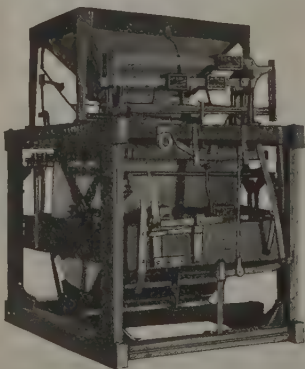
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You can find a good location for your new elevator by placing a liner ad. in the "Wanted" columns of the Grain Dealers Journal. The cost is 15c per line each insertion. Try it.

## Automatic Scales



for weighing grain into cars, bins or sacks.

Guaranteed to be accurate, reliable and durable. Sold on approval. Prices reasonable. Write for particulars.

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The Corn Dealers  
Best Friend During  
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**WRITE ME FOR PRICES**

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Plans and estimates furnished quickly  
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**MODERN  
GRAIN ELEVATORS**  
Completed under one contract.  
Plans and estimates promptly furnished.  
Correspondence solicited.  
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FULL LINE OF ELEVATOR AND MILL  
SUPPLIES, SCALES AND LEWIS GASO-  
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Successors to  
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Any Style and Capacity  
Designed and Built by

#### L. O. HICKOK

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### Car Load Tables

Reduce pounds to bushels in car load lots. Oats (32 lbs.), six  
tables, 20,000 to 80,000 lbs. Corn (56 lbs.), eight tables,  
20,000 to 108,000 lbs. Wheat (60 lbs.), eight tables, 20,000 to  
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The tables are printed in two colors on good paper. Price,  
Leather binding, \$2.00; Cloth binding, \$1.50.  
**GRAIN DEALERS JOURNAL, 255 LaSalle St, Chicago, Ill.**

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Depends upon placing it be-  
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can get your advertisements  
before the grain dealers of the  
country by using this space.

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You can also cut off your troubles when  
you want an elevator built if you let us  
design and build your elevator.

**We Make a Business of Cutting Off Your  
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**GRAIN ELEVATOR BUILDERS.****Younglove & Boggess Co.****ENGINEERS**

Designers and Builders of

**Grain Elevators and Flour Mills**

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IF INTERESTED WRITE FOR PLANS AND ESTIMATES ON YOUR WORK.

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**OLSON, ENGH & CO.**

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**Grain Elevators and  
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I will make complete plans and specifications at a moderate cost and charge you nothing for them should I get complete contract. The equipment and ability to do it *quick* is mine. I am out for business, write me your wants. Let me plan and build your elevator. *Either address—Chicago or Little Rock, Ark.*

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Bushels Capacity  
of Our Construc-  
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**STORAGE****Complete Grain Elevators  
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Designed, erected and equipped  
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ESTIMATES SUBMITTED.  
Elevators built in either steel,  
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**Steel Fire Proof Elevators a Specialty**

Write for my late Illustrated Catalog  
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## SQUARE BIN FIRE PROOF ELEVATORS

A SPECIALTY.  
BRICK OR TILE.

We also have facilities for building modern country elevators quickly.

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## W. E. STARK

SUCCESSOR TO

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ELEVATOR BUILDER

ENID : : OKLA.

## Announcement

We desire to announce to our many friends and patrons that we have transferred all of our records, consisting of plans, specifications and other data, representing information accumulated during a period of forty years experience in the special line of grain elevator construction, to the WITHERSPOON-ENGLAR CO. of Chicago and have ourselves permanently retired from this field of work.

This transfer contemplates the good will of ourselves and predecessors, J. T. Moulton & Son, and we earnestly request that the patronage accorded us in the past will in the future be extended to the Witherspoon-Englar Co., they being in every way thoroughly competent and reliable builders and designers of grain elevators.

The WITHERSPOON-ENGLAR CO. have offices in the Monadnock Block, Chicago, where all inquiries will be given a prompt and courteous response and we bespeak for them the same measure of your confidence and good will which we for so many years have enjoyed.

**Geo. M. Moulton & Co.**

April 1st, 1905.



## M. ROWE

Contractor and  
builder of

Grain Elevators

CLARKSVILLE, IA.

## We Build Elevators

**ANY** SIZE  
TIME  
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PLACE

**H. G. BUSHNELL COMPANY**

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314 CORN EXCHANGE MINNEAPOLIS, MINN.

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Successors to Lund, Rud & Co.

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We are prepared to design and build GRAIN ELEVATORS  
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We also do General Contracting and have offices  
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**This Steel Elevator and Tile Grain Storage**

was recently completed

for

**JOSEPH SCHLITZ BREWING CO.**

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by

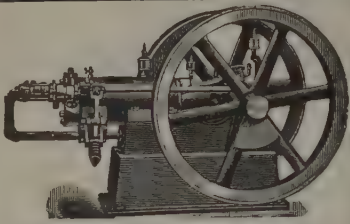
**The Barnett & Record Co.**

**GENERAL CONTRACTORS**

**MINNEAPOLIS  
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Sole State Agents HOWE Gasoline Engines. Special Agents HOWE Scales,

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Elevating, Conveying and Power Transmitting Machinery. Complete Equipments for Grain Elevators a Specialty.

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**We Both Lose Money**

Complete line of

**ELEVATOR MACHINERY AND  
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**H.L. Thornburgh & Co.**

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Passenger Elevators are not only a convenience but a necessity in well-equipped grain warehouses.

Easy to operate.  
Durable, Safe.  
Cheap as a stairway.

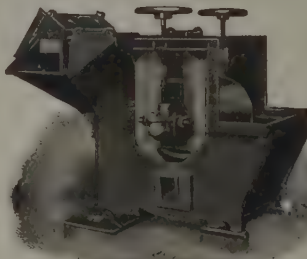
No bother. Time, money and labor savers. Write us for lowest prices and description.

**Sidney Elevator Mfg. Co.**

Sole Manufacturers

SIDNEY,

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16-inch pulley—16 inch face.

**NON-CHOKING.**

Send for  
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Marks the highest point in efficiency that has ever been reached in elevating grain.

READ THIS:

"I am now doing the work with ONE LEG that required three previous to the installation of your machinery. They need no watching, and I find they cannot be choked."

While I have increased the size of the buckets over those formerly used, I can run new leg with less power, less labor and there is no loss of time through chokes and no slopping of grain so common in country elevators." We remain,

Beecher, Ill., Jan. 7, '05, Yours truly,

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What this Boot has done for the Cloidt Co., it will do for you.

**SENT ON TRIAL**

**HALL DISTRIBUTOR CO.**

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First Nat. Bank Bldg  
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With a fall of 30 feet you can put 30,000 pounds of oats in a car in five minutes. Can be operated entirely from outside of car. Can be hinged to a wooden spout and is always ready to swing into a car. The grain can be thrown to any part of the car, thus loading uniformly without extra trimmers.

This spout is made of iron and is iron lined. The linings are so constructed that they can be removed and new linings put in place, thus making it good as new, and at a small cost.



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COMPLETE EQUIPPERS OF GRAIN ELEVATORS

### Modern Grain Elevator Machinery

**ELEVATOR BOOTS**

**ELEVATOR BUCKETS**

**TURN HEADS**

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**BELT CONVEYORS**

**CAR PULLERS**

**INDICATOR STANDS**

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**FLEXIBLE LOADING SPOUTS**

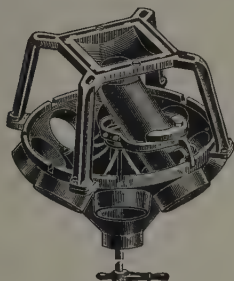
In fact everything for the Complete Equipment of Country and Terminal Elevators. Our Catalog Sent Promptly on Request.

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MINNEAPOLIS, MINN.

# GRAIN ELEVATOR SUPPLIES.

## THE HALL SIGNALING DISTRIBUTOR



6-inch, 8 ducts.

**NON-MIXING.**

**OLD FASHIONED**

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Our *Signaling Distributor* is the "today" machine for "today's" needs in the grain elevating business. It prevents chokes in the back leg, signals operator "bin full" or "spout clogged," saves labor time and will last forever.

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Flour Mill and Elevator Machinery  
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Price \$1.00

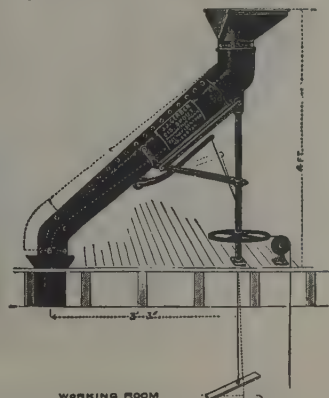
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255 LaSalle St. Chicago, Ill.

Order the No. 2

**GERBER  
IMPROVED**

## Distributing Spout

And be convinced that it is the best spout you can secure for your elevator.



We make a specialty of mill and elevator spouting. For particulars write

**J. J. GERBER,**

Minneapolis, Minn.

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On Cards

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,000 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors, on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered, 50 cents.

**Grain Dealers Co.**

255 La Salle Street, - Chicago, Ill.

## Wheat Tables

On cards.

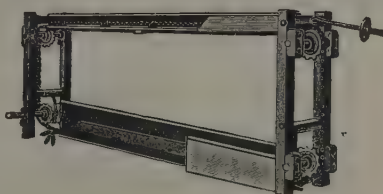
Clark's Wheat Tables for reducing wagon load weights to bushels reduce any number of pounds up to 4,000 to bushels of 60 lbs. each.

In addition to the regular reduction table, 4 dockage tables showing the dockage on any quantity up to 4,000 lbs., at 1, 2, 3 and 5 lbs. dockage are given. Also a table for reducing any quantity flaxseed, rye or shelled corn up to 4,000 lbs. to bushels of 56 lbs.

Printed in 2 colors on heavy bristol board with eyelet to hang beside scale beam. These six tables will be sent, pre-paid, for 50 cents.

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## Improved Chain Drag Feeder

Best  
Made

Suits all Locations

No Wastage or Mixing Grain

Takes up no Room in Dump

We Manufacture a Complete Line of

**MACHINERY AND SUPPLIES, CORN SHELLERS,  
CORN CLEANERS, DUMPS, HEADS AND BOOTS**

Write for Our Catalog and Prices

**The Philip Smith Co., Sidney, Ohio**

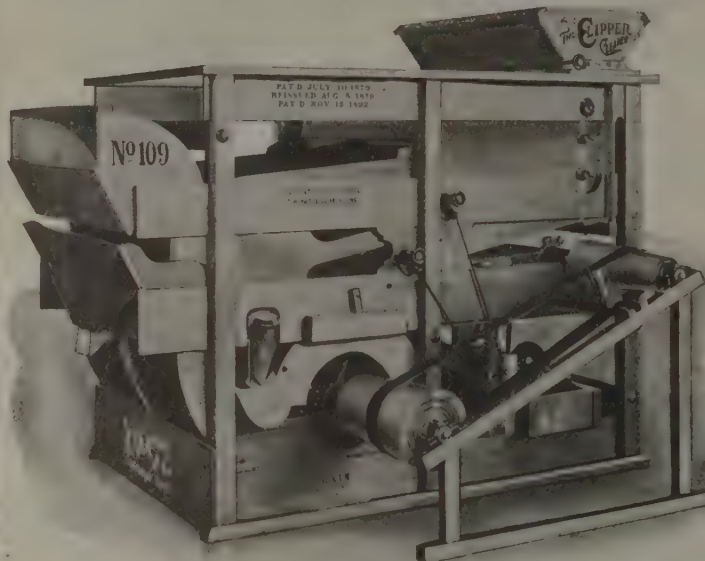
## If You Want

regular country shippers to become familiar with your firm name, place your "ad" here.

## The Value

of an "ad" is not measured by what it costs, but by what it pays the advertiser.

# Increased Popularity of the "Clipper" Cleaners



is shown by the fact that in the year 1904 just closed we did the largest business in our history and at the rate orders are now coming in the present year 1905 will eclipse all others.

There are several important economical reasons: They require less power than any other cleaner of equal capacity and have attained a degree of efficiency that has not been equaled.

You cannot hope to meet your competitors on an even footing unless you have a "CLIPPER" CLEANER, pronounced by leading grain and seedsmen all over the world to be the "Peer of all Cleaners." We don't say "will you" but "why shouldn't you?" become one of our thousands of satisfied customers.

Write us and let us give you facts and reasons.

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**MICHIGAN**

## NEW PROCESS CORN CLEANER

This is the machine to use if you want clean corn; corn that will grade and bring the top of the market every time. One of the special features of this machine is that it can also be used for cleaning oats or small grain, by using special sieves. A most economical machine for the country elevator. The grain is subjected to the wind of the "blast" and "suction" fans from the time it enters the machine until it is discharged in clean marketable condition. This cleaner should be used in connection with our **NEW PROCESS CORN SHELLER**, then you have a combination that can't be beat. Our full line of **Corn Shellers and Cleaners** as well as all supplies needed for an elevator is fully illustrated and described in our catalog. Send for it now.

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**MARSEILLES, ILL.**



## ENGINES FOR SALE.

GASOLINE engine for sale, 10-h. p. Temple Pump Co., 15th Place, Chicago.

ST. LOUIS CORLISS ENGINE, 20 x 42, for sale. Good as new. For particulars apply to the Aug. J. Bulte Milling Co., Kansas City, Mo.

STEAM ENGINE, 12 x 24, for sale; fitted with new drop cut off valves; economical under load of 60 to 80 h. p. Address Walter S. McKinney, 204 Dearborn St., Chicago, Ill.

12 H. P. GASOLINE engine, practically new; \$200.00. Steam engines and boilers various sizes. Trades considered. All sizes gasoline. Wallace Machinery Co., Champaign, Ill.

FOR SALE—One new 11-in. by 12-in. Double Valve Automatic Engine, 60 horse power, for immediate delivery. A bargain. Aumen Machinery & Supply Co., Baltimore, Maryland.

ENGINES FOR SALE—BARGAINS. 6 h. p. Fairbanks, 4½ and 8 h. p. Rockford, 12 and 14 h. p. Milwaukee. Milwaukee Machinery Co., Milwaukee, Wis.

Here's another bargain: Horizontal Slide Valve Engine, 70 h. p. Best of condition. Good as new. Can be seen at our works; \$200. H. W. Caldwell & Son Co., Chicago, Ill.

FOR SALE—The following gas and gasoline engines: 60-h. p. Foos; 65-h. p. New Era; 12-h. p. Lambert; 3½-h. p. Des Moines; 2½-h. p. Fairbanks. Backus Gas Engine Co., 22 S. Canal St., Chicago, Ill.

2ND HAND ENGINES for sale, One 5 h. p. Fairbanks; two 8, one 10, and one 16 h. p. Otto; one 10 h. p. Columbus; one 25 h. p. and one 30 h. p. Webster; 18 h. p. Olds. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

FOR SALE—One 4 h. p. and one 3 h. p. 2nd hand Lennox engines; one new 4½ h. p. Webster upright engine. Will sell cheap. Address Lennox Machine Co., Minneapolis, Minn.

4 H. P. FAIRBANKS-MORSE horizontal gasoline engine for sale; re-bored; new piston and rings; new water tank; 53 gallon gasoline tank; electric ignition; fine condition; bargain. J. F. Atherton & Co., 65 So. Canal St., Chicago, Illinois.

FOR SALE at a bargain. One second hand 15 h. p. Columbus, one 10 h. p. Portable Ohio, all as good as new; also one 5 h. p. Lewis, one 5 h. p. Davis and one 25 h. p. Pierce in good condition. Address C. P. & J. Lauson, 103 West Water St., Milwaukee, Wis.

## ENGINES WANTED.

SECOND HAND ENGINE wanted, 25 to 40 h. p. gasoline; prefer Fairbanks, Morse & Co.'s make. Must be in best running order and cheap for cash deal. Address particulars to Wm. Bonslett, West McHenry, Ill.

## MISCELLANEOUS FOR SALE.

FOR SALE—2nd hand 140-lb Flour Bags; 200-lb. Bran Bags, etc., cheap. Wm. Ross & Co., 57 S. Water St., Chicago.

STEEL typewriter chair in good condition at half cost, or \$2.50, Chicago. Address F. B., Box 7, Grain Dealers Journal, Chicago, Ill.

FOR SALE; one steam boiler, one corn cleaner, one wheat cleaner, one hopper scale, one steam pump, one corn sheller, two sets elevators, shafting, pulleys and belting. For particulars address A. F. Herr, Groveport, Ohio.

SAVE MONEY ON MACHINERY, engines and boilers, pumps, feed water heaters, fans, blowers, air compressors, gasoline engines. All sizes in stock. Write A. L. Dawson & Co., 29 W. Washington St., Chicago, Ill.

## MACHINERY BARGAINS.

500 bu. Fairbanks Hopper Scale, sealed and tested, at \$75.00.

14x36 Allis Corliss Engine, at \$825.00; can furnish condenser.

Large stock of state inspected second-hand boilers, 5 to 150 h. p.

4 second-hand hoisting engines, A No. 1 condition.

Relaying rail, pipe beams, mill machinery and supplies. Address Manufacturer's Supply Co., Minneapolis, Minn.

## SECOND-HAND MACHINES for sale.

2 No. 5 Richmond Bran Dusters, 1 No. 4 Richmond Bran Duster,

4 Excelsior Dust Collectors, 1 No. 3 Monitor Adjustable Polishing

and Separating machine, 1 No. 5 Richmond Upright Adjustable

Grain Scourer, 1 No. 6 Richmond Horizontal Scourer,

1 No. 1 Mortin Centrifugal Reel, 6 9x24 Allis Double Roller Mills,

2 9x30 Allis Double Roller Mills, 1 9x18 Allis Double Roller Mill,

1 9x24 Allis two pair high, four Roller Mill,

3 Barnard & Leas Flour Packers, Shafting & Pulleys & Gearing.

The above are in good condition and will be sold cheap. Address Elevator Milling Co., Springfield, Ill.

## SECOND-HAND

Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

### GRAIN DEALERS JOURNAL

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There's character in our bags—strength, looks, finish—that tells the story of work well done. Prices too, will suit. Write today.

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Milwaukee, Wis.

## MACHINES FOR SALE.

CORN SHELLERS for sale; Western, Marseilles, Port Huron and Ottawa. Martin J. Alleman, R. No. 20, Peru, Ill.

FEED MILL for sale. One 12-in. Union French Buhr. In good condition. Cheap. Address F. S. Mellen & Co., Pensacola, Fla.

FOR SALE—1 No. 2 Marseilles sheller; used one year; 1 100-bushel U. S. hopper scale. Both in good condition. Address, M. J. Lee, Redmon, Ill.

FOR SALE, Marseilles Corn Sheller, slightly used. Price \$150 f. o. b. cars Cincinnati. For further information address The Gale Bros. Co., Cincinnati, O.

OAT CLIPPER, No. 4 Monitor, for sale or trade. Has clipped about ten cars. I will sell cheap or trade for a clipper seed mill large size. Address F. D. Brandt, Ohio City, Ohio.

TWO NO. 1 cob crushers for sale. Also Beall non-vibrating corn cleaner; ½ N. & M. corn meal purifier; No. 3 Excelsior bran duster and many other machines. Write for list No. 21. Address A. S. Garman & Sons, Akron, O.

MACHINES FOR SALE; one No. 1 Style "Y" Scientific Feed Mill; one Winona Corn & Cob Grinder; one Feed Mill with two rolls, 9 x 30; one Western Corn Sheller; one W. & B. Corn Sheller. Address, Robinson & Cary Co., St. Paul, Minn.

DUST COLLECTORS:—With the use of an APEX dust collector you save power. 35 per cent lower in price than other makes. Write for leaflet and price on size machine required. Address John Charlton, 2813 Emerald St., Philadelphia, Pa.

## ENGINES AND BOILERS.

CORLISS ENGINE for sale. 35 H. P. and one 50 H. P. boiler in good condition. Address W. H. Bickel, Vinton, Iowa.

FOR SALE: 1 boiler, 16 x 66; dome 32 x 36; 54 4-in. flues, with fronts in good order. Frank G. Ely, Traders' Bldg., Chicago, Ill.

THREE 72x20 second-hand boilers that will stand 175 lbs. cold water pressure or 125 lbs. steam pressure; in first class condition. A bargain. Address Manufacturers' Supply Co., Minneapolis, Minn.

## MISCELLANEOUS.

ASK YOUR DEALER for the Usona Manilla Rope Dressing and the Ivy Bar Belt Dressing or write to the manufacturers. Messrs. Scott & Co., Chicago.

MILWAUKEE  
BAG  
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**ELEVATORS FOR SALE.**

**BUSINESS OPENING.** Feed store and elevator. Address F. S. Butler, Richmond, Ind.

**IOWA ELEVATOR** for sale, on C. B. & Q. Ry. Address W. H. Hurlbut, Danville, Ia.

**ELEVATORS FOR SALE;** if you mean business, write for my list. Aaron Smick, Decatur, Ill.

**TWO ELEVATORS** for sale. Large territory. Price, \$4,500. Address Lock Box 121, Menlo, Iowa.

**TWO GOOD ELEVATORS** for sale; fine business. Address The Richey Grain & Elevator Co., Somers, Iowa.

**THREE ELEVATORS** for sale; new, modern; in good territory in Minnesota. Address Sim, Box 6, Grain Dealers Journal, Chicago, Ill.

**IOWA ELEVATORS.** I have several good Iowa propositions. Write me if you are in the market. C. A. Burks, Elevator Broker, Decatur, Ill.

**GRAIN & MERCHANDISE** business for sale. If interested write for particulars. Address Long, Box 6, Grain Dealers Journal, Chicago, Ill.

**IOWA ELEVATOR** on the C. & N. W. for sale at a bargain. Address 32 Chamber of Commerce, Minneapolis, Minn.

**I WILL** sell my elevator, feed mill and lumber yard at Bryant, Ia.; doing a good business in all lines. N. J. Millhaem, Miles, Iowa.

**ELEVATOR FOR SALE** in good farming country, no competitor; 100 cars a year; easy terms. Address Yar, Box 4, Grain Dealers Journal, Chicago, Ill.

**TWO GRAIN ELEVATORS** for sale. Situated in good wheat territory; one on Frisco Ry. in Central Kansas; also one on U. P. Ry. M. L. Meek, Ellsworth, Kan.

**FOR SALE,** a line of eight elevators in Southern Minnesota and Northern Iowa; will pay good money on the investment. Aaron Smick, Mill & Elevator Broker, Decatur, Ill.

**ELEVATOR AND LUMBER** business for sale at a reasonable price. A fine opportunity to right party. For particulars address M. B., Box 6, Grain Dealers Journal, Chicago, Ill.

**INDIANA PROPOSITION.** If you want a good paying business in Indiana and have \$2,000, it will pay you to write to me. Address John Jones, Box 7, Grain Dealers Journal, Chicago, Ill.

**MODERN ILLINOIS ELEVATOR.** I have a large list of modern elevators in Illinois, ranging from \$4,000 to \$10,000. If you are in the market write me at once. C. A. Burks, Elevator Broker, Decatur, Illinois.

**ELEVATORS FOR SALE.**

**ELEVATORS FOR SALE,** price fair. Address, Jas. Munns, Corning, Ia.

**3 MINNESOTA** elevators on C., M. & St. P. R. R.; new, with coal houses; cheap. Address H. W. M., Box 5, Grain Dealers Journal, Chicago, Ill.

**GRAIN ELEVATOR** for sale. Best equipped in Darke county; price fair. Address R. T. Anderson, Greenville, Ohio.

**ELEVATOR,** flour, feed, seed, coal and wood business for sale. If you are looking for a money maker, write Will Curtis, Reed City, Mich.

**ELEVATOR** for sale or rent. Up-to-date elevator at a good grain point, with exclusive wood and feed business in connection. J. H. Fitzgerald, Oriska, N. D.

**FIRST CLASS ELEVATOR** for sale. Good business; price right. It will pay you to investigate. For particulars address C. H. Cooper & Sons, Hancock, Ia.

**GOOD ELEVATOR,** feed, coal and produce business in a good county seat town of 3,000 for sale; good reason for selling. Price, \$5,000. Address Box 188, Marengo, Iowa.

**ELEVATOR FOR SALE** at Walcott, Ia. Capacity 45,000 bushels. Engine, 35 horse power. Best of condition. Located on C., R. I. & P. tracks. Address Schwarting & Co., Walcott, Ia.

**TERMINAL ELEVATOR FOR SALE.** A 200,000 bu. Steel Elevator, Ten Tanks, located on one of the best railroads in Toledo, Ohio. Address The Toledo Salvage Co., Toledo, Ohio.

**ELEVATOR FOR SALE** in southwestern Iowa on main line of C., B. & Q. Doing good business. Hopper scales, gasoline engine. Address Wish, Box 12, Grain Dealers Journal, Chicago, Ill.

**ONE NEW 10,000 BUSHEL ELEVATOR** and coal trade for sale. Good grain and hay point. One corn dump. Reason for selling, other business to look after. W. L. Bristol, Mt. Blanchard, Ohio.

**ELEVATOR AND FEED MILL** in a large town in Central Illinois for sale at \$4,000. Big coal business in connection. Have other interest requiring my personal attention. Address Winkle, Box 11, Grain Dealers Journal, Chicago, Ill.

**NEW CRIBBED,** steel sided, slate roof elevator for sale. Two dumps, one for ear corn and the other for small grain. Two stands for elevators; cups  $7\frac{1}{2} \times 12$  in. and  $6\frac{1}{2} \times 10$  in. Five-ton Howe wagon scale; one hopper scale; No.  $2\frac{1}{2}$  Western corn sheller; large size Western shaker cleaner; large size A. T. Ferrell seed and grain cleaner; gravity car loader. Brick engine house; 20 h. p. Erie engine and boiler. Cob house adjoining; private side track to Penna. R. R. Three lots; fine farming community. 12,000 bu. capacity, easily increased. Low insurance rate. Address Lock Box 21, Bettsville, O.

**ELEVATORS FOR SALE.**

**ELEVATOR AND COAL** business for sale. Cheap if sold soon. Charles F. Lambert, Orestes, Ind.

**THREE ELEVATORS** in central Iowa for sale. For particulars write Box 314, Luverne, Minn.

**ELEVATOR FOR SALE,** nearly new, 12,000 bushels capacity. Good opportunity. A. C. Bohrnstedt, Cadott, Wis.

**COMBINED ELEVATOR** and hay shed for sale; gasoline power. Also coal business in connection, in excellent grain and hay territory in Northwest Ohio. Good town. Price, \$2,000. Address D, Box 5, Grain Dealers Journal, Chicago

**ELEVATOR FOR SALE,** three stories, basement; machinery for handling and cleaning grain and seeds; in best of condition; well located. Price, \$5,000. A big bargain. Address N. J. Amble, Peterson, Minnesota.

**SMALL ELEVATOR** and feed mill on Grand Trunk Railway. Best location in lower Michigan. Fine opening for grain buyer. Small amount will buy, account of old age and disability of owner. Address M. N. Sweet, Ellicott Sq., Buffalo, N. Y.

**GOOD ELEVATOR** for sale; 20,000 bu. cribbed; doing good business; will handle 85,000 to 90,000 bushels this year. Good coal business; all located in Central Iowa. For particulars address L. D., Box 7, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR,** lumber yard, coal shed, implement house, on two private lots, stock of lumber, coal and implements at invoice, 75 acres of land, well fenced, two dwelling houses, wind mill, barn, sheds, in a good grain community. Price, \$12,000. Veldhouse & Son, Holmes, Ia.

**GRAIN, FLOUR, FEED & COAL** business in best business town in Illinois. Only Hard coal dealer, only Flour jobber in town of 16,000 people. Good grain point; large feed business, both wholesale and retail; a bargain if taken quick. Address Wan, Box 7, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR,** 15,000-bu. capacity, for sale, with corn sheller and warehouses to store 50,000 bu. of grain; good wholesale and retail trade; in good black land country; with good corn crop now made; same will begin to move by September 15th. Address, O. H. Black, Leonard, Texas.

**GRAIN, LUMBER** and milling business for sale. Central Iowa; elevator capacity, 40,000 bu.; crib capacity, 25,000 bu. Big corn crop; good town, 400; good school, church, and banking facilities. For full description, price and terms, address Berts, Box 9, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—One half interest in well established grain and retail lumber business, paying an average of 30 per cent dividend annually; thickly settled farming community and large territory; elegant soil; a rare opportunity for man with some experience. Requires \$10,000 to \$15,000. Address Nat, Box 6, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS FOR SALE.

**ELEVATOR AND FEED MILL** for sale, at Twining, Mich., on Detroit and Makinac R. R. Fred Twining, Twining, Mich.

**ELEVATOR** at Waverly, Ill., and Girard, Ill., for sale. Fine proposition. Other interests reason for selling. Address H., Box 228, Waverly, Ill.

**FOUR** Minnesota elevators on the Omaha, one equipped for cleaning, for sale. All good points. Address Minnie, Box 5, Grain Dealers Journal, Chicago, Ill.

**GOOD ELEVATOR** for sale. 25,000 bu. capacity, south-western Indiana, good grain country, corn, wheat and oats. A good property for parties meaning business. Address Ray, Box 7, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Cheap, at Altamont, Ill., one of the best arranged Grain Elevators and Implement houses; also large coal house with ground; good opening for a grain, hay, coal and live stock man. Price, \$3,500.00. Located on B. & O., Washash, Vandalia and C. & E. I. R. R.'s. Address Byron Piper, Altamont, Ill., or A. F. W. Luehrmann, St. Louis, Mo.

**GRAIN, COAL & ICE** business for sale. Modern elevator, 15,000 capacity, in best corn and wheat section in central Missouri; no local competition. Largest acreage and present prospects best ever known here; a territory covering from 5 to 15 miles. Good reason for selling. A snap if taken in the next 60 days. Address Hughes, Box 7, Grain Dealers Journal, Chicago, Ill.

**INDIANA ELEVATOR** for sale. No competition, 15,000 cap. two stands elevators. Wheat cleaner, seed cleaner, sheller and cleaner, 5 scales, Atlas steam engines, all in good shape. Coal house, salt house; good lively town to live in. Good prospects for crops. Price, \$3,000. This notice will not appear again. If you want a good business this is a snap. Address G. L. O., Box 7, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR AND MILL** in Brookville, Ohio, in the rich Miami Valley, fourteen miles northwest of Dayton, Ohio. Flour mill, capacity 50 bbl. every 24 hours. Elevator capacity 20,000 bu.; up-to-date machinery; no competition for mill, one other elevator, best of competition. Town of 1,200 inhabitants with all the convenience enjoyed by a city, electric railroad, bank, opera house, churches, and one of the best public high schools in the state. Price \$8,500; part cash, balance on easy terms. Good reason for selling. Wogaman Bros., Brookville, O.

**INDIANA ELEVATOR** for sale. Nearly new and modern in every respect. Capacity, 12,000 bus.; 4,000 bus. ear corn. Bins cribbed; 22 h. p. gasoline engine. No competition; large territory, as good as there is in the state. Will handle from 125,000 to 175,000 bus. of corn, wheat and oats per year. Splendid coal, feed, flour and tile trade in connection. These side lines netted over \$1,200 profit the last year. Good location for lumber business. Price, \$6,000. Best of reasons for selling. Investigate quickly and thoroughly; this business will stand it. Address T. G., Box 5, Grain Dealers Journal, Chicago, Ill.

## ELEVATORS WANTED.

**WANTED AN ELEVATOR** to rent. Address Box 62, Parkersburg, Ia.

**WANTED.** To buy or rent an elevator, Indiana preferred. Address Box 12, Lafayette, Ind.

**ELEVATORS WANTED** in Illinois, at a price for which they can be sold. Aaron Smick, Decatur, Ill.

**WANTED** —To buy elevators doing good business. Address Box 31005, Grain Dealers Journal, Chicago, Ill.

**GRAIN ELEVATOR** wanted on Rock Island, in Oklahoma. Address Box 177, Okeene, Oklahoma.

**INDIANA ELEVATORS.** If you are in the market for a good elevator, write me at once. I have it. C. A. Burks, Elevator Broker, Decatur, Ill.

**ELEVATOR** or Lumber Yard wanted in exchange for stock of general merchandise. Address Don, Box 7, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS WANTED** in Northern Iowa, Minnesota or Dakotas, in exchange for clear land. Address W. A. T., Box 5, Grain Dealers Journal, Chicago, Ill.

**WANTED—TO BUY** one to four elevators with good competition, handling not less than 80,000 bu. each. Western Iowa or Eastern Nebraska preferred. Address Box 375, Nora Springs, Ia.

**I WISH TO BUY** or rent a small line of elevators. Iowa preferred; with good competition; doing not less than 75,000 bu. each. Address B. A., Box 2, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR WANTED** in corn belt of Indiana in exchange for 320 acres of level, black loam land, adapted to either farming or grazing. Address T. B. W., Box 6, Grain Dealers Journal, Chicago.

**ELEVATOR WANTED.** To lease, a good, up-to-date elevator, 20,000 to 100,000 bushels capacity, located at a good grain point in Texas, Oklahoma or Indian Territory. Might buy if suited, and a bargain. Give full particulars and lowest terms in first letter. Or would consider proposition to represent a large and reliable grain firm on a salary or commission basis; 16 years' experience in Texas, and a thorough and capable manager. Gilt edge references. Address Elevator, care Box 333, Ft. Worth, Texas.

## TO BUY SELL RENT or LEASE an ELEVATOR

Place an ad. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL of Chicago. It will bring you quick returns, yet cost you only 15 cents per line. Try it.

## LOCATIONS.

**MILLERS!**—The town of Wolseley, Assa., Can., is prepared to bonus \$3,000 for a mill of 75 barrels or over. Write Sect'y Board of Trade, Wolseley, Assa.

**THE BELT RAILWAY OF CHICAGO** transfers freight cars between the different railway lines, industries and warehouses in and about Chicago. Its tracks extend from the C., M. & St. P. Junction (Cragin) to South Chicago and the South Chicago docks, connecting with all railways entering the city. Industries located on the line of the Belt Railway are afforded unequalled switching facilities and the great advantage of connections with all Chicago railroads. This advantage, which enables shippers to avail themselves of competitive rates, can hardly be overestimated, and as the Belt Railway handles interchange business between all connecting lines, there is an abundant supply of cars for shipments of all kinds.

Parties contemplating the establishment of industries, warehouses, elevators, etc., in the vicinity of Chicago are invited to communicate with the President and General Manager of THE BELT RAILWAY, who will promptly furnish them with full information in regard to desirable locations, switching rates, car supply, etc., etc. Address B. Thomas, Prest, Room 13, Dearborn Station, Chicago.

## MILLS FOR SALE.

**MILL FOR RENT;** Central Western Minnesota; modern; running, trade established. Will sell half interest if desired. Address Sam, Box 5, Grain Dealers Journal, Chicago, Ill.

**FLOUR MILL,** 500 bbl. in active operation, with extensive and well established trade. There is no more perfect plant in the country; in good town on two railroads. Can be bought cheap just at this time, because of closing of estate. Some one can make a small fortune in this purchase. Address Land, Box 7, Grain Dealers Journal, Chicago, Ill.

## EXCELLENT OPENINGS FOR MILLS

All owners of flour mills and grain elevators located in the older-settled sections at points where conditions are not entirely satisfactory can be accommodated with locations along the



We will be glad to give particulars regarding very fine openings for mills, especially, in the best wheat growing sections of Oklahoma where large quantities of wagon wheat can be secured. Excellent inducements can be secured from local parties.

Write for a copy of handbook entitled "Opportunities".

**M. SCHULTER**  
INDUSTRIAL COMMISSIONER

Frisco Building ST. LOUIS, MO.

**SITUATIONS WANTED.**

POSITION WANTED as buyer for some grain firm. Seven years experience. Can give the best of references. Address Temple Box 12, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as road man for grain company by young, unmarried man. Three years experience in this line. Best references. Address W. G. Kirkpatrick, Faribault, Minn.

SITUATION WANTED by married man; speaks German and English; can run steam or gasoline engine; good judge of grain. A No. 1 references. Address Fred, Box 5, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED with grain firm in Minneapolis, by young man with good knowledge of bookkeeping and fair knowledge of grain. Salary reasonable. Address A. B., Box 7, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as bookkeeper for grain firm, or manager of country elevator. Seven years' experience in managing an elevator that received 800,000 bus. annually. Bond and reference. Address, McL., Box 63, Manteno, Ill.

POSITION WANTED as traveling solicitor or purchaser for grain firm. Ten years' experience in grain business. Familiar with Oklahoma, Kansas, Iowa, Missouri and Illinois trade. Address Traveler, Box 7, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by young man of several years practical experience with large Cash Grain Handlers, either as Manager line of elevators or traveling solicitor. Best references as to ability, etc. Address Cook, Box 5, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by a reliable man as auditor, track buyer or manager of cleaning house for grain firm, or traveling solicitor for commission house. Have had practical experience. Address Hustler, Box 7, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED as accountant and office man, buyer or salesman, in some good grain house. Twenty-five years' experience in the handling of Grain and Hay at wholesale and retail. Am familiar with the Texas trade and its requirements. J. J. Hanna, Galveston, Tex.

POSITION WANTED as manager of grain firm; can keep double entry books. Two years experience; good judge of grain and seeds; understand coal and lumber business; can handle elevator machinery, steam or gasoline power; best of reference and character. Address M. F. W., Box 6, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by young man as office man or salesman in good company. Can handle correspondence, also some knowledge of bookkeeping. Two years' practical experience in hay and grain business. Good references. Address C. S., Box 7, Grain Dealers Journal, Chicago.

**SITUATIONS WANTED.**

POSITION WANTED as grain buyer or to handle elevator; ten years experience. Address Elvin, Box 6, Grain Dealers Journal, Chicago, Ill.

SITUATION WANTED by man of experience, now employed, as buyer for next season. Prefer elevator handling side line of lumber, coal or live stock. Address Ben, Box 7, Grain Dealers Journal, Chicago, Illinois.

**HELP WANTED.**

YOU CAN get a good situation if you will watch this column, for grain men desiring help make their wants known here.

**PARTNERS WANTED.**

INDIANA PARTNER. I want a hustling, experienced grain man, from 25 to 40 years of age, to handle my Indiana business. Must have \$2,000 to swing the deal. Don't answer unless you mean business, and are able to comply with the requirements. C. A. Burks, Elevator Broker, Decatur, Ill.

**A PARTNER**

HELP or a POSITION, can be obtained quickly by placing an ad. in the "Wanted" columns of the Grain Dealers Journal of Chicago. It is the grain-trade's accepted medium for "wanted" and "for sale" ads.

## SHIPPERS' RECORD BOOK NO. 20

is designed to facilitate the book-keeping of grain shippers, and to minimize the labor of keeping a complete record of each car shipped. The book is 9 1/2 x 12 inches and contains 100 double pages of superior paper. It is well bound, ruled in two colors, and the column headings clearly printed. Spaces are provided for records of 2,900 car loads. At top of left-hand page, in bold-faced type, are the words, "IN ACCOUNT WITH," and at top of facing page is dotted line for name of firm to whom grain is sold. It is intended that records of shipments to each firm shall be kept separate. The column headings on the facing pages are: Date of Sale, Date of Shipment, Car No., Initials, Amount Sold, Kind of Grain, Weight, Price, Draft, Remarks, Date Returned, Weight Returned, Overdrawn, Net Proceeds, and Balance.

Wide columns are provided for recording these facts under the respective heads. Price, \$1.75. Address

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## 68 POUND EAR CORN TABLE

which reduces to bushels of 68 pounds each, any weight of ear corn from 100 to 6,590 pounds will be sent to anyone for 25 cents.

Subscribers to the GRAIN DEALERS JOURNAL can obtain a copy by sending 10 cents to

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**SCALES FOR SALE.**

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

TWO FAIRBANKS, six-ton double 8x22; \$65 each; good as new. Musgrave Co., Des Moines, Iowa.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

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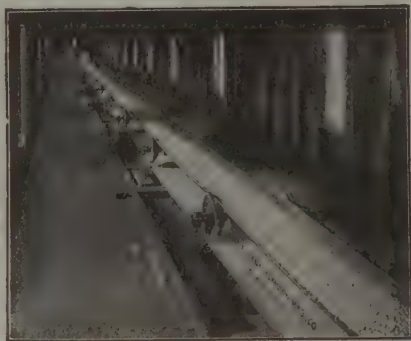
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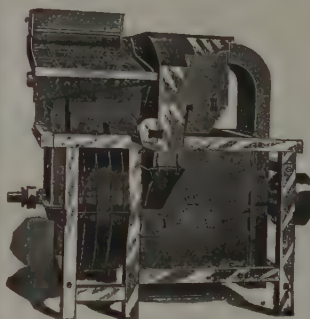
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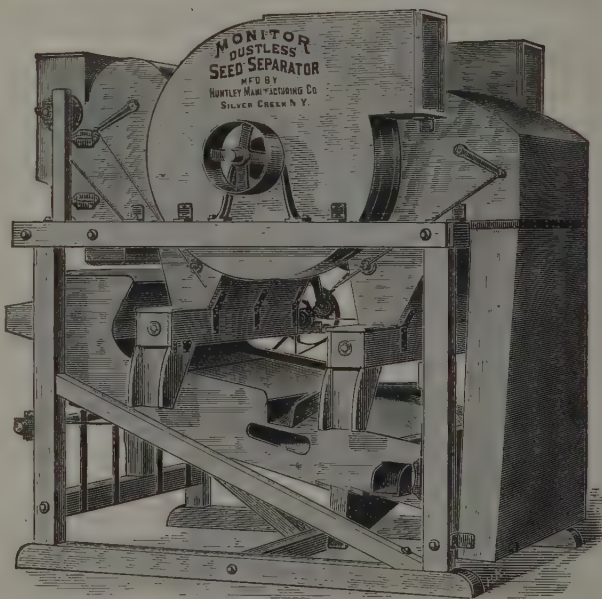
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## GRAIN DEALERS JOURNAL

Published on the  
10th and 25th of Each Month

BY THE

### GRAIN DEALERS COMPANY

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**CHARLES S. CLARK, Manager.**

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#### Letters

on subjects of interest to those engaged in  
the grain trade, and trade news items are  
always welcome.

Entered at Chicago, Ill., Post Office as  
Second Class Matter.

CHICAGO, ILL., APRIL 10, 1905.

WINTER shelled corn did not carry as well as was expected during the recent warm spell, hence holders who experience trouble in moving it are becoming uneasy.

THORNTON, IA., is the scene of an interesting contest between general merchants and grain growers for the control of a cooperative elevator which is said to be needed in order to keep the farmer trade now being attracted to a nearby town by a cooperative elevator. The merchants insist upon having a controlling interest in the company, so as to prevent its entering the general merchandise field. The merchants admit that the beauty of cooperation depends very much on whose ox is gored.

GRAIN elevator operators, who delight in dirty houses, will be pleased to know that the fire and destruction of the large plant of the American Cereal Co. at Cedar Rapids recently, is traceable directly to accumulated dust. The owners had provided automatic sprinklers and every fire fighting apparatus known to the insurance fraternity for extinguishing fires in their incinerator, yet permitted their superintendent to ignore the necessity of keeping the plant clean. A dust explosion put the sprinkler equipment out of business and hastened the spread of fire to all parts of the plant.

ASSISTANCE will be rendered forgers of Bills of Lading by rail carriers until the victims rise en masse and force a reform.

COMMISSION houses and many traders are so thoroughly convinced that May wheat is in the absolute control of a small coterie of operators that many will not execute new trades in May, and those who do are demanding excessive margins. It would seem a very good thing to let alone.

INCENDIARISM has again shown its ugly head in a grain elevator—a smoldering fire having been discovered recently in the Hubbard & Palmer elevator at Heron Lake, Minn. If offenders in this line were not dealt with so leniently, the crime would occur less frequently. Fifteen years in the penitentiary as a minimum punishment would quickly check it. So many escape punishment they are encouraged to do it again.

AT SEVERAL points in the Northwest farmers are reported to be buying elevators of the line companies instead of building new elevators. This is a wise course as it removes one competitor and insures the companies securing an elevator at less than it could be built for today. Then, too, such elevators are generally well suited to the needs of the station. The farmers can well afford to pay a handsome premium for such plants.

GRADING in Chicago is bound to be more uniform and more regular if the ideas outlined by Chief Grain Inspector W. S. Cowen, on pages 356 and 357 of the Grain Dealers Journal for Mar. 25th, are put into force; and he seems persistently in earnest in the matter, having called a meeting of Ass'n. officials and Board of Trade representatives to meet the Railroad and Warehouse Commissioners in his office next Friday. The plans outlined by the chief inspector for reducing the grading of grain to an exact science are good and surely will mean much to the grain trade of the entire country if adopted and intelligently carried out.

IN THE defeat of the bill providing for political weighing departments in Illinois the entire grain trade has much cause for thankfulness. The influence of the persistent, conscientious work of the Chicago Board of Trade Weighing Department in behalf of careful weighing, better facilities at initial and terminal markets and improved shipping facilities has been far reaching. And what is better still, the department managers are not disposed to rest on their laurels, but continue to strive for other improvements which shall increase the chance of all grain placed in cars at initial points reaching destination and being placed to the credit of the shipper. The department has earned and deserves the hearty support of the entire trade.

OUR many friends in the trade have commenced again to favor us and our readers more generously with crop reports.

THE HESSIAN fly reports seem to have been little more than a scare, as late reports from different sections of the country do not show it to be present in alarming numbers.

DURUM or macaroni wheat is being sown to a much larger acreage this year than ever before. Its unusual vitality and power to withstand conditions which blight and destroy other grain insures it favorable consideration at the hands of farmers.

CO-OPERATIVE grain companies have appeared as a new and unexpected factor against so-called anti-trust legislation in Nebraska. An ex-grainman, who was familiar with methods in the olden day, happened to be elected to the state legislature, and took it upon himself to expose the old-time methods and introduce a bill prohibiting pooling at country stations among local grain buyers. The argument was advanced that such legislation would restrict and interfere with the operation of co-operative elevators, hence should be killed, and it was killed. As the farmers become interested in different lines their view point of legislation becomes quite different.

A BILL has been passed by the Missouri Legislature, now adjourned, placing the weighing of grain in terminal markets under the supervision of the Railroad and Warehouse Commission, the Kansas City Board of Trade, the St. Louis Merchants Exchange and many shippers have protested against the bill and petitioned Gov. Folk to veto it. He still has the bill under consideration and evidently needs the protesting influence of other shippers to induce him to veto the obnoxious measure. The exchanges mentioned above have done far more to place the weighing of grain in their markets above question than can ever be expected from a political weighing department.

CHICAGO'S vote for municipal ownership, regardless of the merits of the movement, is very likely to sound a warning to the railroads of the country, which recently tried to force a "uniform" 120 per cent bill of lading upon the shipping public, regardless of the many wrongs already suffered by reason of rebates and special privileges extended to large shippers. The shippers of the country are weary of the many impositions heaped upon their business by the carriers and the fewer burdens henceforth heaped upon them by the operators of the railway lines the weaker will be the demand for undesirable government ownership of railroads. The proper province of government is to regulate, not to serve.

CIVIL service rules and regulations have not yet been provided for the grain inspection department of Illinois, but it seems very likely some such a law will be enacted by the present legislature as several new bills have been introduced.

An offer of \$400 for the mailing list of the Coe Commission Co., the defunct bucket-shop, has been made. Mr. Salmon, the U. S. Government receiver of the concern, thinks this too little for the names of thousands of "suckers" and "easy marks," and will offer the list at auction. By the way, what right has a government official to assist another bucket-shop to spring up as the successor of an old swindle?

C. C. GOODRICH & CO., who, according to their own story, were marvelously successful in managing grain and cotton pools, like the get-rich-quick concerns of Philadelphia and everywhere else, have left for parts unknown and taken everything with them. In the Feb. 25 number of the Journal we warned our readers against the seductive literature and "the 3½ per cent weekly dividends" of this concern. This band of fakirs made the mistake of pestering an up-to-date Ohio dealer with its letters and literature and he was enuf of an altruist to send them to us, thus enabling us to show up the game. The operators of the twelve pools have decamped.

HOLDERS of wheat which will grade contract in Chicago shud make haste to get it to market. It is much better to be satisfied with a fair profit than lose on your entire holding. The bull clique is interested in securing a good profit on its May holdings, but it is profit only that is wanted, not wheat. A large movement of wheat to Chicago would be very likely to hasten the closing of the deal by private settlement. A decline of 20 to 30 cents a bushel in the price of the cash article after the bull support is withdrawn is not a pleasing probability even for those who got in at the bottom. The fear of litigation is also an ominous factor in hastening settlement.

GRAFT unexpectedly shows its head in some very rich places. For instance delegates were sent to the last annual meeting, as to previous meetings of the Grain Dealers National Assn., from many organizations in different sections of the country, and at least one Exchange will cease to send delegates because of the tendency of some members to use their position as delegate for a graft. The delegates who rendered expense bills for nine times what other delegates found it necessary to expend will readily understand what is meant. Those delegates who have considered the honor sufficient to warrant them in paying their own expenses will be sad at heart to learn of the disgraceful action of their rapacious brothers.

## MEETINGS.

The annual meeting of the Grain Dealers Union of S-W. Iowa and N-W Missouri will be held at Hotel Johnson, Red Oak, Ia., Apr. 12.

A meeting of grain receivers has been called by Vice-Chairman Riley of the Grain Dealers Nat. Assn. for Cincinnati Apr. 13 for the purpose of taking some action with reference to the issue and acceptance of Order Bills of Lading covering shipments on which drafts are made by the shippers.

The annual meeting of the Nebr. Grain Dirs Ass'n. will be held at Omaha April 27.

The Grain Dealers Natl. Ass'n at Niagara Falls, N. Y., June 2-3.

The Ohio Grain Dealers Assn. at Put-in-Bay, O., July 6 and 7.

The American Grain Buyers Assn. at Minneapolis July 11.

## SEEK PROTECTION FROM FORGERS.

The recent forging of bills of lading by J. T. Ricketts of Paris, Ill., by means of which he is alleged to have swindled two Cincinnati and one Louisville firm out of nearly \$15,000, has again emphasized the need of a change in the method of honoring drafts attached to bills of lading supposed to represent carloads of grain.

The Harroun forgeries were conducted on such an enormous scale and without any punishment whatever being meted out to the forger that it is somewhat remarkable he has not had many imitators before this. If receivers would refuse to pay drafts until notified of arrival by local freight agent they would not be imposed upon so extensively and that restriction alone would have been enuf in this case to have saved them, because the latest forger had no elevator or shipping facilities at the station where bills of lading were supposed to have been issued.

It is a common practice with many buyers in the Southeast to refuse payment of draft until the grain has arrived and been examined. The freedom with which rail carriers give out bills of lading to whoever asks for them, as well as the slack methods in vogue are to blame for such forgeries because they make them possible.

The meeting of receivers called for Cincinnati next Thursday is primarily for the purpose of taking some action with reference to the issue and acceptance of order bills of lading covering shipments on which drafts are made by the shipper. If shippers will co-operate many safeguards can be thrown around their bills of lading which will make their forgery so difficult as to reduce the number of forgeries to a very small figure. Every two or three years the grain trade has been stirred by forgeries of bills of lading and receivers have resolved to be more careful hence-

forth, but after they get into the habit of conducting the business one way it seems difficult for them to vary therefrom, hence they become easy marks for dishonest sharpers.

The subject is one of interest to the entire trade and merits the careful consideration of all shippers and receivers. It has become necessary for the adoption of some method which will protect receivers from this stealing and still permit honest shippers to continue in business.

## THE NATIONAL ASSOCIATION.

Agitation for the re-organization of the Grain Dealers National Ass'n. on the basis of individual membership has broken out in a new spot, but the suggestions are from persons who ignore entirely the early history of the Ass'n. and have no consideration whatever for the early experiences of the promoters of that organization.

If the National Ass'n. is ever to have a membership worthy of its name, then the affiliated membership must be retained. It can not hope to go out and solicit individual members in competition with the state ass'ns. The state organizations do their work at home and come closer in touch with country elevator men, and the officials of the state ass'ns. can use the influence of the country members much better through a national organization than the state ass'ns. can in acting independently.

That some changes are needed in the National Ass'n. is clear. Every organization, every government, makes changes as new conditions present themselves. This is necessary. It has been found by the experience of the last few years that the National Ass'n. can not raise sufficient funds to hold meetings of a large board of directors four or five times a year. Hence it is right and proper that the management of the National Ass'n. should be delegated to an executive committee, just as was intended by the present constitution and by-laws, or else the managing board must be reduced to three or four members in order to prevent the Ass'n.'s being plunged into bankruptcy every time a meeting of the board of directors is called.

By electing an executive committee at the annual meetings to manage and direct the affairs of the organization between meetings and abolishing absolutely the board of managers, this reform could be accomplished. It would be well also to have a vice-president from each of the affiliated ass'ns. in lieu of their present representation on the board of managers.

Many questions and problems of national import continually demand the attention of the entire trade and can be solved or remedied only through the influence of a strong National Ass'n. The present organization does not need to be

re-organized. All it does need is for the different elements which made up its membership to contribute their quota of funds so that the working committee can lay out a campaign of action for the promotion of common trade interests and have the necessary essentials to carry on the fight; but sluggish inactivity either with or without funds must prove a sure death to the organization.

## LAWS REGULATING THE USE OF WHEAT TESTERS.

The superstitious opposition to the use of the little brass trier in determining the weight of a measured bushel of grain is not only perplexing, but is exasperating. Members of the trade use it freely in transactions with one another, and without ever casting any suspicion upon it or its user, but the average legislator who has seen a tester but not taken the time to examine its construction or use, seems to have an innate prejudice against it, and nearly every time a legislature convenes some thick-headed individual attains notoriety by presenting a bill bearing on its use.

Recently the Missouri legislature killed a bill prohibiting the use of wheat testers in the weighing of wheat. In other words, the father of the bill wanted all the wheat paid for at the same price, whether it would weigh 64 or 44 pounds to the measured bushel. Such nonsensical propositions cast a lasting stigma upon the intelligence and honesty of the average legislator.

In Tennessee a bill has been introduced in the lower house to repeal an act making it "unlawful to use any other than the standard half bushel measure in testing or determining the weight, grade, milling or market value of wheat." The bill also provides that "it shall be unlawful to use anything other than a straight stick with edges square for leveling the wheat in said half bushel measure." The brass beam of trier, which has a square edge, is generally used. Of course punishment is provided, and then to cap the climax a provision is added that "this act shall not apply to custom mills." Ohio had a similar act some years ago, made to apply only to grain bought from farmers, and it was declared unconstitutional.

Special legislation seldom holds. The laws must be made for all the people or none. The tester has become a necessary device to the grain trade. It is used extensively in grain offices, in every terminal market and in all the grain exchanges without question.

If its use at country points has been abused, or if it has been used for the purpose of gouging the seller of grain, then it might be practical and beneficial to provide rules and regulations as to how it should be used in determining the

weight of a measured bushel of grain. It is unjust that all grain buyers at country points should be denied the use of this valuable instrument or be charged with wrong doing because a few tricksters see fit to use it as a means of imposing upon sellers.

## FREE STORAGE AND PUTS.

The recent failure of the operator of a country grain elevator has brought to light the fact that the grain trade still affords some country elevator men, who are willing to furnish grain growers storage free and give them a put to the extent of the grain stored, free of charge. In most sections of the country this very dangerous practice has long since been stopped, simply because the grain elevator operators recognize that in justice to their families and creditors they can not afford to take such risks.

Storing grain free and paying insurance on it, as most country elevator men who indulge in this weakness have done, is never profitable. The elevator man as a rule takes in the grain, thinking that in getting possession of it he will be more likely to buy it at a reasonable figure. On the contrary, he generally is induced by false reports of prices offered by competitors to pay more than it is worth, and especially so where anything but the most kindly relations exist between the local dealers.

Whenever friction exists in a market and one of the dealers permits his elevator to be filled with stored grain, he places himself at the mercy of the other buyer, who would gladly pay a cent or two extra to get grain already received at his competitor's elevator. Hence the first recipient of the grain is compelled to bid up. If he ships it out, he must sell an option against his purchase for which he must pay a commission, but he gets no commission for the put he gives the grain grower. Permitting growers to store grain either free, or for a fee, to be paid for at market price day bailor desires to sell is seldom if ever profitable. If he must store grain for farmer patrons, let him charge a reasonable fee and insure the grain, but keep it on hand until grower desires to sell, thereby insuring himself against loss and suspicion of wrong-doing.

A SHARPER, traveling under the name of Dane, has tried a new trick on the Louisville, Ky., trade and come to grief. His plan was to get quotations on several car loads and then after selling it to a large consumer at a cut price to order it delivered. He was arrested when receiving cash for the grain and it seems very likely he will be sent to the penitentiary as he deserves to be. The more toleration shown for such sharks by members of the grain trade, the bolder will they be in working their games.

## Forged Bills of Lading.

Another grain dealer of good standing has taken advantage of the loose methods of rail carriers and forged 27 bills of lading. This latest imitator of Mr. Harroun lived at Paris, Ill., was a member of the state assn., when the last list was issued and had an elevator at Conlogue until about a year ago. Notice of the burning of his elevator was published in the Grain Dealers Journal for May 25th, 1904.

Mr. J. T. Ricketts had not rebuilt the elevator, nor was any one shipping from Conlogue, a small station 5 miles west of Paris on the Big Four. However, he seems to have been able to obtain 27 bills of lading. To seven of these bills of lading he attached drafts against the Union Grain & Hay Co., of Cincinnati for \$3,750; to seven others he attached drafts against the Southern Grain Co., of Cincinnati for \$3,420 and sent the drafts to the Merchants National Bank of Indianapolis for collection, instructing the bank to hold the money until he called for it. The other 13 forged bills of lading he used in selling white corn to Strater Bros., of Louisville, his drafts on them amounting to \$6,480.

Mr. Ricketts, who is a son-in-law of John McDaniel of Paris, seems to have deserted his wife and child. Before leaving he sold all of his real estate and part of his personal property, showing that he had planned to take away as much as possible. It seems that Mr. Ricketts has not been in the grain business for nearly a year, in fact has not had any facilities for doing business.

## Grain Cars Larger Than Country Elevators.

BY TRAFFIC MANAGER.

In view of the tendency of the R. R. Co's to increase the sizes of cars and their rigid enforcement of loading rules, it seems as tho something shud be done to have a reasonable number of the smaller cars retained for use when needed. The fact is, however, that one string after another of 24's, 28's, 30's and even 40's are going to the bone-yard and are being replaced by those of larger sizes; the "little fellows" are getting to be as scarce as the proverbial hen's teeth.

This is not right. Shippers shud be permitted to use cars somewhere near adapted in size to the loads which they have for them. To be compelled to fill a large car to its minimum capacity, or pay freight on the difference, is often a serious hardship.

A grain dealer, for instance, may have 28,000 lbs. of a certain quality of barley on hand and is unable to obtain a car of 30,000 lbs. capacity. He must do one of three things—load a 40,000 and pay the freight penalty, fill out the shipment with another kind of barley or wait until he can obtain more of the same. In any case he suffers loss, unless perchance the market shud advance while he is kept waiting. As a rule—in keeping with the natural perverseness of things, it declines.

These alternatives require no detailed comment; every dealer is familiar with them. What, then, is the remedy? Ah, there you have us! It is easier, by far, to point out the difficulty than to suggest a way out; but perhaps the various Ass'ns can help. Has any of them ever tried?

THE Government crop report gives the condition of winter wheat at 91.8, suggesting a yield of 458,406,000 bus.

## Crop Reports



### CROP REPORTS WANTED.

Grain dealers who drive about the country and make personal investigation of growing crops can favor their fellow members in the trade as well as ourselves by sending us a report of the conditions existing in their sections for publication in this column.

Whenever you have any crop news send it to us quick and we will send it to all your brother dealers.

Salt Lake City, Utah, Apr. 1.—Our farmers are beginning to offer a little more white wheat again.—Sam Williamson.

Cadams, Neb., Apr. 2.—Winter wheat looks good. Oat seeding is almost done.—C. A. Trueblood, agt. Nye-Schneider-Fowler Co.

Argos, Ind., Mar. 30.—The spring is a fine one for crops and the wheat and clover look as fine as I ever saw them for the time of year.—Wm. M. Bryan.

Luverne, Minn., Mar. 29.—Seeding will begin in this locality, about Apr. 1. The weather has been quite favorable and the ground is drying out fast.—X. X.

Rozel, Kan., Mar. 27.—The wheat acreage is 5 per cent greater than ever before. Condition and growth 100 per cent.—M. K. Krider, pres. Rozel Grain Co.

San Francisco, Cal., Apr. 4.—Present prospects are for a good crop of wheat and other grain in California, this season.—T. C. Friedlander, secy. Merchants Exchange.

Winfield, Ia., Apr. 1.—Oat seeding is well under way; going in fine condition. The acreage will be large. Very little grain moving at present.—H. W. Van Dyke & Son.

Seward, Kan., Apr. 4.—The acreage of the growing crop is 90 per cent compared with last year, with the condition 100 per cent. Not much old wheat in farmers' hands.—Sturgeon & Co.

Collinsville, Tex., Mar. 28.—The wheat and oat crops in this part of Texas are certainly looking well. The acreage in corn is cut rather short owing to the incessant rains.—H. Waldo.

Francesville, Ind., Apr. 3.—The acreage of grain in this vicinity last year was an average; the condition good, the yield, oats  $\frac{1}{2}$  crop and corn 2-3 crop.—A. E. Malsbury, mgr. for the Crabbs Reynolds Taylor Co.

Little Rock, Ark., Apr. 3.—There will be an unusually large crop of corn planted in this vicinity on account of the favorable spring weather and the effort to decrease the cotton acreage.—A. J. Rauch, of Rauch-Darragh Grain Co.

North Liberty, Ind., Apr. 1.—The wheat crop here was a failure last year. The corn crop has all been moved and we expect very little business for some time to come. Grain business has been very poor for the last year on account of the crop failure.—Flinch Bros.

Okarche, Okla., Mar. 30.—About 80 per cent of an average crop of wheat was sown in this part of Oklahoma. It is in splendid shape and has made good growth for this time of the year. The oat crop will be increased 50 per cent this spring.—T. E. Standard & Son.

Grantsburg, Wis., Apr. 5.—No seeding done here yet, but with a few days of warm weather farmers will commence seeding wheat in a very short time. The

high price of wheat will have a tendency to increase acreage of wheat in this vicinity.—Hickerson Roller Mill Co.

Northwood, N. D., Apr. 6.—Recent rains have put the ground in excellent condition. Acreage of wheat will be increased slightly over last year's. Of the old crop to be marketed 15 per cent still remains in the farmers' hands.—Otto Olson, agt. St. Anthony & Dakota Eltr. Co.

Nezperce, Idaho.—Nearly  $\frac{1}{2}$  of the acreage seeded this spring in the Nezperce country is new breaking. New land is brot under the plow each year in Idaho, but the new area this year is greater than ever, and the grain harvest this fall will show a large crop of both wheat and flaxseed.

Newell, Ia., Apr. 1.—Seeding well started. The past week has been very favorable for grass which made a wonderful start. Considerable corn is spilling in cribs. On account of low rate eltrs. are generally well cleaned out of grain. Farmers delivery will be slow and far between.—M. Goltry & Co.

Norway Spur, Oakes P. O., N. D., Apr. 3.—Seeding is progressing finely. The soil is in fine condition; the last 2 days of rain was very badly needed. Farmers sowing about 65 per cent macaroni wheat. Expect a larger acreage of small grain this year than last.—John H. Coulter, agt. Atlantic Eltr. Co.

Buffalo, N. Y., Apr. 5.—The western New York wheat crop never looked better and the acreage is larger than it has been lately. The bad freeze-out the former winter did not scare the farmers and they may possibly come in for their own this year. It is time for they have had poor business right along lately.—J. C.

Clatonia, Neb., Apr. 5.—The wheat acreage is about the usual amount. The last crop made 12 to 15 bus. per acre. Corn averages the same as last crop, which made 35 bus. per acre. There will be the same amount of oats as last year. Last crop made 25 to 40 bus. per acre.—W. H. Roscoe, agt. Nebraska Eltr. Co.

Frankfort, Ky., Apr. 5.—The wheat condition is 90, reports the Kentucky Commissioner of Agriculture, with prospects very flattering. The Mar. average was 85; compared with 59 for last Apr. and 79 for July on the remaining acreage, about 1-3 having been abandoned. The acreage sown is 10 per cent less than an average.

Omaha, Neb., Apr. 7.—The wheat crop thruout the state is in good condition; in fact, is better than at the same time last year, and last year the prospects were unusually good, being spoiled later by the wet weather. We had several days of hot, windy weather during Mar., but it did not seem to affect the growing wheat crop.—E. C.

Xenia, Ill., Apr. 3.—A very light acreage of wheat was sown last fall, hardly worth taking into account. Looks very well that there is a lot. There should be a full crop of oats sown as the weather has been very favorable. Grass coming forward unusually early. Conditions good for farming and expect a full crop of everything planted.—Thos. O. Peirce.

Spring Valley, O., Apr. 1.—The wheat acreage is about an average and the condition of the growing crop is good. The oat acreage is about an average with 50 per cent seeded in good condition. An average acreage of corn will be planted. About 20 per cent of wheat, 20 per cent of oats and 25 per cent of corn of the crop of 1904 are still in the farmers' bins. We raise no flax.—Barrett Son.

Shelby, Mich., Mar. 28.—Spring is opening fine in this locality. The wheat has been well protected by a mantle of snow, which has been gradually melting without any hard freezing in the latter part of the month. The prospects are good for a good starting with wheat. The wheat has been moving very slowly lately; but little left in farmers' hands now to market. Rye about all but up.—E. D. Elliott.

Toledo, O., Apr. 7.—F. O. Paddock: "In Kentucky, Ohio, Indiana and Illinois, in the sections I passed through, I found the wheat crop to be in a most excellent condition, and I may say that I did not see a blade missing. The warm weather of March put the growing crop in a very healthy condition. During the month of April, we want cool and moist weather to reward the growth of the crop. The prospects are of the best."—H. D.

Frankton, Ind., Apr. 4.—Owing to the falling of the growing corn last fall the wheat seeding was reduced to 50 per cent

of an average but at present it is looking excellent, say 90 per cent. There will be an increased acreage of oats sown; about 150 per cent of an average crop and the weather has been all that could be desired for the planting. There will also be a full acreage planted to corn and thus far the prospects are fine.—Urmston Grain Co.

Ft. Wayne, Ind., Apr. 3.—Prospects for a good crop of wheat in this county are very flattering. If no weevil or rust, or not too much wet weather during harvest we shall have at least 90 to 95 per cent of a full average crop. The acreage is about 5 to 10 per cent larger than last year. Receipts of wheat small. Farmers are very busy plowing for oats. Farmers' deliveries of corn are all used for home demand. Pastures good.—C. Tresselt & Sons.

Hooper, Neb., Apr. 4.—The crop conditions are very bright. Wheat has been all sowed and a large part of the oats. Winter wheat looks good and prospects are very bright for a good crop. The ground is in excellent condition for spring seeding. Pastures are about 4 weeks earlier than last year and are now in excellent condition for grazing. Most of the grain is marketed; about 10 per cent of corn and wheat and 20 per cent of oats left in farmers' hands.—Henry Edemaier, of Farmers Grain & Stock Co.

Howard, S. D., Mar. 30.—Everything points to an early spring; in fact, farmers in this county are seeding and going ahead with spring work, although some are a little shy on account of the lightness of seed wheat. Our grain market has been dull for some time on account of bad roads. There seems to be considerable grain in the farmers' hands yet. About the usual amount of small grain will be sown here this season, and quite a few will sow some durum wheat. Considerable flax will be sown.—J. E. Shea, buyer for the Farmers Eltr. Co.

Garfield, Wash., Apr. 20.—Crop conditions in so far as winter wheat is concerned in this vicinity, are very good; in fact there is a better prospect than for several years. We have had a very dry winter, but also had about 3 days of 10 below zero weather, which did not damage wheat at all even on the bare hill tops, and the wheat is now about 3 inches high and looking very well. The cold snap will however show wonderful results in that it has killed out most of the wild oats, which are the grain buyers' greatest troubles.—R. A. Beneteau.

San Miguel, Cal., Mar. 23.—A full acreage is in grain this season and the prospects were never better for a bumper crop. Our crops here are principally wheat and barley. The prices promise to hold high again this season, so we look for an era of great prosperity in all lines of business and for great activity in real estate, which is at present very low in price considering that one crop will almost pay for the land on which it is grown. Our weather is perfect and our valley a veritable garden of Eden.—W. A. Wilmar, agt. Southern Pacific Milling Co.

Liberty, Neb., Apr. 5.—In talking with the farmers regarding their wheat and the fly, they seem to think that if nothing happens and with favorable weather they will have an average crop. While it is thin on the ground it will stool out some. I do not think the time has come yet to tell what damage has been done to the wheat as it is not time for the fly to begin its work. There is no question in my mind but that there are plenty of eggs in the wheat. The question is whether the effect will they have on the wheat when the time comes for them to go to work. Oats are all in and some farmers are ahead with their work.—J. A. Harvey, mgr. Ewart-Wilkinson Grain Co.

Dallas, Tex., Apr. 5.—The frequent rains of the last 2 months have so greatly delayed corn planting that it is safe to say there will not be over an average crop, if that. Farmers have been unable to get into their fields to plant corn except for very short periods, and the season is now so late that there will be very little more corn planted. This condition must necessarily turn the farmers' to cotton, which is the only crop they can plant this late in the season, with possibly the exception of potatoes. The wheat and oats crops are in fine shape and these grains will make more than an average yield. The acreage is considerably larger than in any previous year. The chances are very favorable for a very large amount of hay to be cut this season, and much land will be turned to this ac-

count that would have been planted in corn. —J. S. W.

Xenia, Ill., Apr. 8.—Spring has opened up in fine shape. Oat seeding is practically done. Breaking for corn has begun.—Frank Leppo.

Tonkawa, Okla., Apr. 8.—Prospects were never better for "bumper" crop of wheat in Oklahoma and especially in Kay county. —L. H. Sorey, Winfield, Kan.

Culbertson, Pa., Apr. 5.—We are having ideal spring weather; April showers with plenty of sunshine. Wheat is making splendid progress and grass is greening up nicely. Less than 1/4 of last year's wheat remains in farmers' hands.—C. Brechbill.

Fritchton, Ind., Apr. 6.—The wheat looks as well as I ever saw it look at this time of year. The acreage is about an average for this part of the country. From present prospects we ought to get 25 or 30 bus. per acre, and we will unless it gets damaged later on. I think the largest oat crop is being sown here this spring that was ever sowed. There is no old wheat here, nor oats; but there is considerable corn thru the country yet.—The J. T. Draper Co.

Sapulpa, I. T., Apr. 3.—The acreage of small grains in the vicinity of Sapulpa is small as compared with last year. There will not be more than 50 per cent of the acreage of wheat as there was last year. The wheat made but very little growth last fall but is coming out very nice this spring and promises a good crop. The oats were very late in being sown and we can not tell anything about the prospect of this crop yet. The ground is very wet which is going to make corn planting very late, but the prospects are that there will be a large acreage planted and a large crop is expected. The general talk among the farmers is that there will be a small per cent of the acreage of cotton planted this spring as compared with last year; but all conditions point to a big yield of crops in this vicinity this season.—B. L. Baldwin, pres. Baldwin Grain Co.

Washington, D. C., Apr. 1.—Winter wheat is very promising, practically all reports indicating that this crop has come through the winter in unusually fine condition in the principal winter wheat states. The outlook on the Pacific coast is also promising, except in portions of southeastern Washington, where considerable was winter-killed. Good progress was made with seeding of spring wheat and oats, the seeding of oats being nearly completed in Illinois and Missouri, and in the more southerly states the early sown is coming up to good stands. Spring wheat seeding is unusually well advanced over the southern portion of the spring wheat region, and was in progress at the close of the month in the extreme north portion. Throughout the central valleys the soil was in fine condition for plowing during most of the month and this work well advanced. Some corn has been planted as far north as Kansas, Missouri, Tennessee, and North Carolina, while farther south a considerable part of the crop has been planted and some is up.—Jan. Berry, Chief Climate and Crop Division.

Spokane, Wash., Apr. 4.—It is predicted by old farmers that, with the usual amount of rain during the spring and summer, they will have a bumper crop of wheat this year. Winter wheat has not suffered much in eastern Washington, and it is now fresh and stout, and growing rapidly. The ground is in fine condition for spring work, and it is being rushed as rapidly as possible. The holders of bluestem can now command about 90 cents for the cereal. Seed wheat is held at an even dollar. Fall wheat in the locality of Colfax is making good growth and, although thin on the ground in some places, is looking out well and the prospects for a big crop are above the average. Spring seeding is nearing completion, a condition never before known at this time of the year. This fact is considered greatly favorable to a big yield, as the early sown grain has always given the best results. There is little wheat left in Umattila county, the only lot of any consequence to be assessed this year being 40,000 bu., belonging to the Balfour-Guthrie Co. Nearly all of the 600,000 bu. of wheat received at Endicott last fall has been shipped out and the big warehouses are about empty. A large acreage is being sown to wheat this spring, and a big crop is expected. There are thousands of acres of new land in this vicinity which will raise the first or second crop this year. What a

few years ago was a vast range of bunch grass is now almost a solid wheat field.—M. C.

## GOVERNMENT CROP REPORT.

Washington, D. C., Apr. 10.—The statistical report of the Dept. of Agri. reports the condition of winter wheat as 91.6 and of winter rye 92.1. Compared with a year ago winter wheat shows a condition 15.1 points higher; and 8.5 points higher than he average for the past 10 years.

In California the condition of winter wheat is 100 per cent, while the poorest showing is in Oklahoma 83 per cent. Indiana which showed a condition last year of only 66 is this year as high as 92.

## OHIO CROP REPORT.

The official report of the Ohio Dept. of Agri. gives the condition Apr. 1 of wheat, 84; barley, 78; rye, 85; and the condition of corn 71.5. Of the 1900 bushels of wheat crop 13 per cent is still in producers hands.

In anticipating the total outcome of wheat production in Ohio for the harvest of 1905, the small area seeded last fall must be taken into consideration. The estimated area sown was 1,569,534 acres. This is about the same area as that seeded for the harvest of 1904, which was the lowest in a number of years.

Wheat seeding was very late, owing to the continued drouth, and on the setting in of winter it was feared the plant had not attained strong set and sufficient growth to withstand the rigid weather. However, it was well protected by snow, and as the ground was continually frozen, the roots were not damaged. The estimated condition of wheat on March 1st was 71 per cent of an average. The warm weather during the past month caused the plant to shoot forward rapidly and the fields are now well covered. Many correspondents report wheat as small, although vigorous and healthy.

The outlook is very encouraging at this time, but there is still danger of injury by severe weather during the month of April. Very little complaint of corn in the crib molding, and its average condition for the state is 85 per cent.

## KANSAS CROP REPORT.

Topeka, Kan., Apr. 8.—The Kansas State Board of Agriculture in its report issued by Secy. F. D. Coburn, Apr. 8, summarizes the condition of the wheat fields as observed by farmers on Apr. 5.

Abundant rains for several weeks past, with the favorable preceding circumstances, which generally prevailed, have made the wheat prospects in Kansas one of promise seldom surpassed at the time of year, and soil conditions now could scarcely be more favorable for its prosperity.

Owing to quite continuous dry weather last fall in portions of the State, delaying plowing and sowing, considerable wheat, especially in a few prominent counties, is growing counties of Sumner, Harper and Rush, failed to germinate, and lacking sufficient promise this spring has been plowed up. This amounted to one-third of the total area in Sumner, 20 per cent in Harper and 25 per cent in Rush. The same unfavorable conditions also seemed to affect the vitality of their wheat left standing, as the average condition in each of the three counties is comparatively low, in spite of the favorable winter and present excellent condition of the soil for growth since. The average for the whole State, however, is maintained by the uniform promise of the plant in nearly all other portions, and particularly in the western and northwestern counties, where increased acreages are generally reported and prospects are especially flattering. In fact, the boundaries of the so-called "wheat belt" appear to have been permanently extended westward to include territory that had not until recently demonstrated its right to be so included.

Hessian flies are mentioned in some instances, mostly as being found in fields sown on the stubble of last year's crop, but so far as can be ascertained, when the whole acreage is considered, very little damage has resulted.

The area sown for the crop of 1904 was 5,816,485 acres. The Board's correspondents last December estimated the area sown for the present year's crop as 1.5 per cent greater. Deducting the area plowed up, about 194,000 acres, there remains for the State a total area of growing winter wheat of 5,712,000 acres, less than one year ago about 1.8 per cent, and its average condition is 95.4.

Forty-three counties report their winter wheat as averaging in condition 100 or above; 20 of these, having an aggregate

area of 2,000,000 acres, report its condition as follows: Decatur 105, Gove 105, Thomas 105, Ness 103, Rocks 102, Ford 101, Jewell 101, Dickinson, Edwards, Harvey, Lane, Mitchell, Norton, Osborne, Pawnee, Phillips, Pratt, Rice, Smith and Stafford, each 100. One hundred counties, with more than 91 per cent of the State's area, each report conditions of 90 or above, averaging 97.5.

## MISSOURI CROP REPORT.

Columbia, Mo., Apr. 4.—The spring has opened up most favorably and several days earlier than the average. During the winter there was very little rainfall and the ground was covered with snow for several weeks, and there has not been excessive rains this spring to leach the soil and the ground is generally in unusually fine condition for planting.

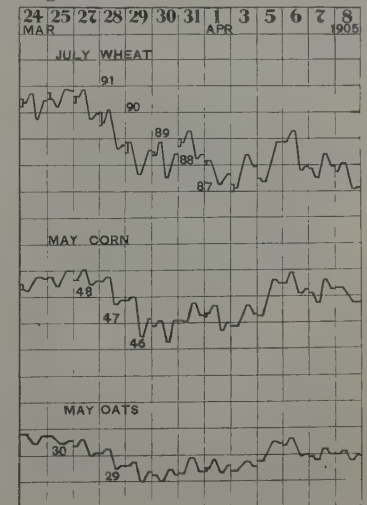
Plowing for corn is progressing rapidly, about one-fourth of the entire acreage having been plowed up to April 1. In a few counties the soil has been too wet to work. The counties showing the poorest condition on account of wet weather are in south-central Missouri, and in the vicinity of St. Louis. Corn planting has begun and a number of farmers have planted corn, as far north as the central part of the state.

The acreage seeded to wheat last fall was 2,333,230 acres which is 6 1/2 per cent below the acreage seeded one year ago, but only about 3 per cent below what was harvested last year. The greatest decrease in acreage was in the southwest section where, owing to drouthy conditions at seeding time a great deal of the crop was planted in poor condition. The covering of snow through the coldest of the winter, and the absence of the usual amount of freezing and thawing has made a big improvement in the wheat crop since our last report, December 1, when the condition for the entire State was only 73. The present condition of the crop is 91, which is two points above the five-year average and is 9 points above the average for the past eight years. Several correspondents report the appearance of Hessian fly, and this insect may cause damage later on in the season.

An increased acreage of oats has been sown and is in most excellent condition. The northwest section reports an increase of 12 per cent over last year, while the whole state shows an increased acreage of about 3 per cent. Early sown oats usually produce well in this state and 79 per cent of the whole crop was sown on April 1, compared with a five-year average of only 36 per cent sown at the same time of the year. In 1902, one of the most favorable crop seasons on record, only 62 per cent of the oat crop was sown April 1. —Geo. B. Ellis, Sec. of the Missouri State Board of Agri.

## Chicago Prices

The opening, high, low and closing quotations on wheat for the July and on corn and oats for the May delivery at Chicago for 2 weeks prior to Apr. 9 are given on the chart herewith.



## Seeds

Argos, Ind., Mar. 30—Clover looks as fine as I ever saw it at the time of year.—Wm. M. Bryan.

The Elliott Elevator Co., of Elliott, Ill., has sold over \$2,000 worth of clover and timothy seed this spring.

The Alfalfa Meal Co., of Omaha, Neb., is not in the business of selling seed to dealers; and handles only one grade of choice alfalfa seed.

Frankton, Ind., Apr. 4—Clover is looking fine and the prospect is 125 per cent of the average condition of other years.—Urmston Grain Co.

Thomas E. Johns, of the Sioux City Seed & Nursery Co., of Sioux City, Ia., has recently purchased lots at Alpena, Mich., on which to erect a seed elevator, 48x84 feet, with machinery to handle the company's increasing business.

No confidence can be placed in predictions of the future course of prices of the October clover seed option, made at this early date. October is selling well below \$6 and looks cheap compared with April; nevertheless a good crop will force it lower.

Daniel Larzelere of Quincy, Mich., who is the oldest grain dealer in Michigan and has been in the business over 50 years, has retired from the grain trade, but will continue to handle grass seeds. Mr. Larzelere handles considerable clover and timothy seed.

The devil's paint brush or orange hawkweed is already well distributed over the eastern townships of Quebec and part of New Brunswick. Where this weed has become well established land that was worth \$40 an acre 5 years ago could not be sold for \$5 an acre to-day.

The Wm. S. Gilbreath Seed Co., of Indianapolis, Ind., is mailing a very instructive circular illustrating and describing soil inoculation by bacteria, showing the wonderful results obtained by nitro-culture, and farmers' experience with the use of nitro-culture on legumes.

Washington, D. C., Apr. 1—Clover starting well in Indiana. Clover wintered well in Iowa and Minnesota. Seeding of alfalfa under way in Colorado. Clover seeded in Maryland. Young clover and grasses fine in Tennessee.—Jas. Berry, Chief Climate and Crop Division.

Clover seed receipts at Toledo for the month of March were only 6,100 bags, the smallest of recent years, compared with 15,700 a year ago. Shipments for the month of March were 36,000 bags, against 29,600 a year ago. Receipts for the season have been 76,931 bags; compared with 116,448 bags for last season. Shipments for the season have been 76,355 bags; compared with 97,116 bags for last season.

Toledo clover seed made new high records, the March option expiring on the last day of the month at \$8.20, the highest price on the crop. The market for prime soared still higher the past week. Bull speculators have bagged their profits; and stocks on hand everywhere are so small that the market for future excites less interest than two months ago. Country dealers should endeavor to estimate closely their home requirements and ship the

surplus of their clover seed as soon as possible, for when the present good demand has been satisfied there is certain to be a decline.

English reds are still coming out, but principally brown weathered seeds; they are finding buyers. Russian, Hungarian, French, Italian, Belgian and Dutch reds are also coming out, but they are being taken by the Continent and will not affect this market. Those buying reds in the U. K. now want delivery at once and see that they get it. Therefore, foreign offers are practically "off." This naturally applies to Canadian and American seeds, which may be forgotten by us this season. Alsike moves steadily along. German seed is practically exhausted, and the "spot" Canadian seeds are now moving off.—London Corn Circular, Mar. 20.

On the great Sibley estate, in Ford county, Ill., the growing of common red clover is one of the elements of success. The general plan is to have twenty acres constantly on each 160 acres of land. The seed is quite an item, so the expense is shared by the estate and the tenant. If the catch is good and the tenant wants to keep the crop for hay or seed, he pays the estate a nominal cash rental. The hay thus raised must be fed on the estate. A tenant may sell clover to any other tenant on Sibley estate to be fed there, but it must not be sold to go off the estate. This results in retaining all the fertility collected by the excellent crop.—Iowa Year Book.

Weed seeds have remarkable vitality. In the seed laboratory at Ottawa, Ont., 100 fresh seeds of wild mustard were planted in good soil in a box, and under the most favorable conditions, only thirty-five of them could be induced to grow. The box was then placed in the open air for a week with the thermometer below zero. When again put into the germinator, seventeen more of the seeds produced plants. The soil was then allowed to become thoroughly dry and again put out to freeze, after which twelve more of the hundred seeds germinated. This operation was repeated several times, until finally every seed demonstrated that the mother plant had not lived in vain.

Seed receipts at Chicago during March as reported by Geo. F. Stone, secy. of the Chicago Board of Trade, were 10,918,718 pounds of timothy seed, 275,046 pounds of clover seed, 3,636,300 pounds of other grass seed and 273,160 bus. of flaxseed; compared with 8,290,899 pounds of timothy seed, 1,262,445 pounds of clover seed, 3,930,465 pounds of other grass seed, and 272,459 bus. of flaxseed, during March a year ago. The shipments for the month have been 2,765,311 pounds of timothy seed, 728,082 pounds of clover seed, 5,419,179 pounds of other grass seed, and 8,102 bus. of flaxseed; compared with 5,091,113 pounds of timothy seed, 1,304,850 pounds of clover seed, 8,536,636 pounds of other grass seed and 67,807 bus. of flaxseed during March a year ago.

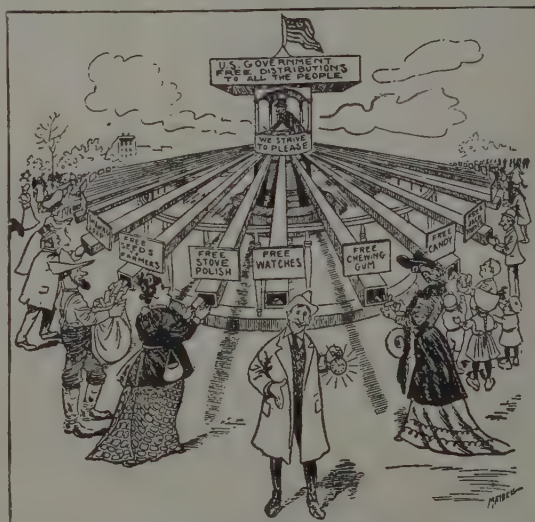
The stock of clover seed at Toledo has decreased heavily, and on Apr. 1 is about 9,000 bags, against 19,000 bags a year ago. Cash and prime today are about \$2.00 higher than last year, but this is due to the difference in stock here as well as elsewhere, and besides we have had a big demand this March, whereas last year it did not come until later on. Many bulls predict higher prices for cash as well as April, saying the demand is not supplied, while bears think that everybody who wanted seed has bought about all they desire, also that the high prices will keep some from buying it, and will also cause others to sow alsike, which is lower than red clover. There of course were no deliveries on April today, and won't be until the latter part of the month, or until cash and April come together.—J. F. Zahm & Co.

### TOLEDO SEED LETTER.

Prime clover seed is now the highest it has been for over a decade.

Alsike, poor, forlorn alsike, was a dead one for a long time, but of late shows some symptoms of life. If red clover gets too scarce, it may catch the step and movement. I sincerely hope it will do so, that some of my friends will look a trifle pleasantly.—John C. Keller.

"The clover seed market has spoken for itself during the past week," said E.



Free Seeds for Farmers. Why Not Free Things for Everybody?—Brooklyn Eagle.

W. V. Kuehn. "The trade outside have been inclined to think that prices here have been subject to manipulation, especially during the month of March. However, this is a wrong impression, as the advances have been taken in view of a short crop. The estimate for the stock on hand at the close of this week (Apr. 8) is about 3,000 bags, which will all disappear between now and another crop. I judge that the remainder of the crop will be disposed of at about prevailing prices. There is still some call for seed from the interior—Ohio, Indiana and Michigan. October now stares us in the face at \$5.75, and yet seed may go to \$10 before the crop is sold."

Fred W. Jaeger, editor of Zahm's Red Letter: "The price of prime seed has already gone above my former prediction of \$8.25, but I don't believe it will go much higher than \$8.85, the top notch of the season thus far. I believe the bulk of the demand is all in because of the fine weather which prevailed during the latter part of March. Spring has come about a month earlier than usual, and this gave occasion for most of the future crop to be sown, which of necessity caused the strong demand during the latter part of the month. Since prices have gone so high, farmers are not buying seed, but are now sowing alsike and timothy. If there is much shortage in April and the longs stand 'pat,' the market will go higher and the shorts will suffer. That the demand down east is now dull is indicated in the fact that the most of the local houses dealing in seed called in their traveling men the first of the month. Our reserve stock is small and the seed situation has become extremely interesting."

"Clover seed is surprising some of its best friends," said John C. Keller, of C. A. King & Co. "It has made an advance of about \$1 per bushel during the past three weeks, and while it is now hovering around the \$6 mark, it is beginning to look 'toppy.' The advance is due to the universal demand and exhaustion of stocks in all the markets. This is shown by the way low grades keep up with the procession. Any old seed that looks like red clover is selling at fancy prices. Receipts are very small and shipments are large. It looks very much now as if the surplus of about 8,000 bags, carried over from the last crop, would all disappear. There is very little seed held at country points, the high prices, prevailing during the season, having brought it all out. Commission men are holding no low grades, all having been sold at prices satisfactory to the holders. I believe this is actually a short crop, one without the usual long tail. October, which means the advent of the new crop, has been traded in very freely for several days. A great many traders seem to think present prices of this future is rather high, but it is a long time before harvest, and prospects may change by harvest time—all a 'guess' at present."—H. D.

## Pure Seed on Frisco System.

The Frisco System will fit up a car with samples of grain for display in connection with a series of lectures on the selection of seed, the best varieties and soil preparation.

A bulletin will be distributed from the car giving instructions in the approved methods of grain growing.

F. S. White, industrial agent of the Frisco System, is co-operating with local millers in an endeavor to induce farmers

to sow at least 10 bus. of wheat according to the instructions of the best authorities, as a comparison with the methods now in vogue, and to insure a supply of the best seed the coming year.

## Soil Inoculation by Bacteria.

Nitro-culture, the wonderful discovery of the U. S. Dept. of Agri., is a germ, sold in packages like yeast cake. It doubles the yield and insures crops of alfalfa and clover where, without inoculation, no seed would grow.

The nitro-culture is supplied in compressed cotton packets. Last year the government sent out about 10,000 packets, and the reports received from 6,000 farmers indicate that the culture was an unqualified success.

Of course, under certain conditions of soil the bacteria can have no effect, and the instances where the crop has been doubled are rare. If the soil is acid, contains insufficient plant food, or is too dry or too wet, the nitrifying bacteria will not yield the wonderful results obtained where the germs were the only element lacking.

Nitro-culture promotes the growth of all leguminous crops, such as clover, alfalfa, sweet peas, beans, cow peas and vetches. The packets sent out by the Dept. of Agri. have been exhausted, and farmers are being supplied with culture by seed dealers.

## Gas Treatment for Smut.

Grain dealers and seedsmen who often find it impracticable to kill smut on wheat and oats seed on account of the difficulty of handling large quantities by the wet processes, which are the only preventives available, will be pleased to learn that the South Dakota Agricultural College is experimenting with vapor treatments for the prevention of stinking smut with excellent prospects of success.

Copper sulphate, hot water, ceres pulver, corrosive sublimate, formaldehyde solution and others all have the serious drawback that they require the wetting of the grain. The grain can not be immediately sown after treatment, but must be carefully drained and partially dried before sowing; the treatments can not be applied to the seed grain any great length of time before seeding without danger of injuring the germination of the seed unless great pains be taken to dry the grain thoroly.

Experiments begun a year ago by Professor W. A. Wheeler, botanist and entomologist of the South Dakota Experiment Station, Brookings, S. D., with ammonia, formaldehyde vapor, carbon bisulphid, chloroform and Ozonet gas powder, favored formaldehyde. Formaldehyde vapor was effective in destroying the stinking smut of wheat. The formaldehyde vapor was generated by blowing air thru formaldehyde solution of one-half and full strength, different lots of wheat were under treatment for 1/4 to 2 hours, the air which had passed thru the grain being returned to the formaldehyde solution by a continuous process. Out of more than 1,000 heads of badly smutted wheat subjected to this treatment for 1/4 hour, and planted, not a single one produced smut in the crop.

Further experiments will be conducted during the season of 1905 to determine the best methods to use the vapors on a large scale. A machine to treat from 15 to 20 bushels of grain at each treatment

has been designed by a manufacturing company and is now in process of construction; and will be used on trial by the Experiment Station the coming season. If the results are as satisfactory as those already obtained on a small scale the vapor formaldehyde treatment will then be recommended for general use.

## Death of Joe Sherry.

The grain trade has been particularly fortunate this year in that it has lost fewer of its progressive pioneer merchants than for several years past. The latest to pass to the great beyond was well known to the cash trade of the middle west, having been identified with it for nearly 40 years.

Josiah Earl Sherry, President of the Sherry-Bacon Grain Co., St. Louis, Mo., died at his home in that city March 23rd, 1905, after a lingering illness of 10 weeks. He was born in Tippecanoe County, Ind., Oct. 11th, 1842, and married Dec. 4th, 1867, to Miss Letitia Burton, of Washington, Ill. Soon after his marriage he became the western representative of Gill & Fisher, and held this position for over 30 years. In 1877 he moved to St. Louis and joined the Merchants Exchange. He had long been recognized as an authority on corn, and is said to have bought more corn than any other man west of the Mississippi.

During his business career in St. Louis Mr. Sherry formed several partnerships, being associated at different times with W. L. Green, R. M. Adams, W. H. Minor and J. C. McGinnitie. In 1897 the Isaacs & Sherry Grain Co. was formed, and five years later was succeeded by the Sherry-Bacon Grain Co.

Mr. Sherry leaves a wife and four children, Mrs. Cary H. Bacon, Misses Susan and Faith and Earl C. Sherry. He was buried at his old home, Washington, Ill.



J. E. Sherry, Deceased.

His early death brought much sorrow to a large circle of friends in the trade as well as in his home city.

The annual meeting of the Millers National Federation will be held at Kansas City, Mo., and the local grain dealers will make a special effort to entertain the visiting millowners.

## Asked— Answered

### UNFAIR DISCOUNT.

*Grain Dealers Journal:* Referring to Mr. J. C. McCord's inquiry in the Mar. 10 number of the Journal I call attention to Trade Rules No. 25 and of the Grain Dealers Nat'l Assn., reading as follows: "It shall be the duty of receivers, distributors and track buyers of grain sold on regular market terms to either apply off grade grain upon arrival at ruling market difference, or in case same can not be so applied shipper shall be notified by wire that same is to be handled for shippers' account. It shall be the rule of shippers receiving such advice to wire disposition promptly. Off grade grain sold for shipper's account shall not be constructed to apply on contract." From this it would seem evident that the buyer has a right to apply off grade grain at a discount, and \$0.2½ discount on No. 4 corn could not be considered out of the way or unreasonable. Mr. McCord has not stated whether he was compelled to take Indianapolis or Newport News weights.

If the shipper was compelled to take Newport News weights, there would be no question in anyone's mind that it would be but fair to have given him inspection, and that it is the custom in most markets to permit a shipper to reconsign and repeal sale or to repeal from and ask for reinspection, providing he thinks his grain should inspect according to the contract. It appears in this case that the receivers forwarded the grain from Indianapolis to Newport News at once, and it is likely that the grain had reached Indianapolis before the purchaser received Mr. McCord's letter, protesting against inspection, in which case he could not have had the reinspection, but if Mr. McCord was asked to accept Newport News weights, it would seem that there should be no question but what he should be entitled to Newport News inspection.

Regarding the receiver not being responsible for shortage in weight in grain, where same is shipped to interior points and weighed out by the wagon loads, I beg leave to call the shipper's attention to rule No. 13, reading as follows: "Interior Shipments,—No grain sold on regular market terms shall be forwarded by purchaser to interior points without the consent of the seller." Also 22, reading as follows: "It shall be the duty of the track buyers, receivers and millers and consumers of grain in terminal markets to furnish sellers of grain sold on track, basis destination weights and grades, certificates of grades of the market for which the grain was sold; also sworn certificates of weights showing the market in which such grain was weighed and in whose mill, elevator or warehouse such weights were obtained; also the name of the weigher, and under whose supervision he is operating, with the return of account sales for each and every car, making note of any leaks which may be apparent when and where the grain is unloaded. In event the receiver would not gain the permission of the shipper to forward grain sold on regular market terms to interior points, it is a custom to

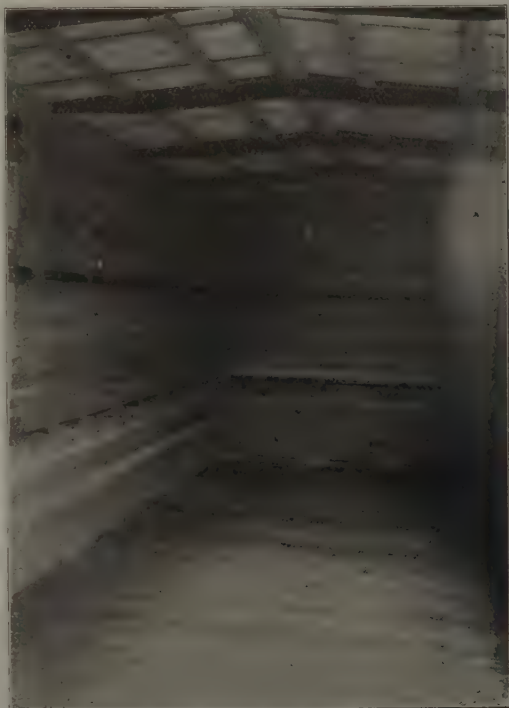
settle on basis of shipper's sworn hopper scale weights. Yours respectfully, C. A. Burks, Chairman Grain Dealers National Ass'n.

In the absence of legitimate news to affect the wheat market perhaps as good a way to speculate as any other is to buy September wheat whenever the market is oversold and to sell that option when overbot. This method of trading will have to be abandoned just as soon as the prospect for the next crop develops into a certainty, either way, then go with the tide.

### New Grain Cars Are Well Constructed.

The Lehigh Valley R. R. has recently had delivered to it a number of 80,000-lb. capacity cars which are better suited to the transportation of grain than any car which has been brought out for several years past.

For a time the railroad companies seemed satisfied to accept any old box that looked like a freight car in lieu thereof. All the purchasing agent was interested in seemed to be the price, and he got it so low that many cars were no



Interior View New Grain Car.



Two Large Steel Beams Between the Trucks.

sooner loaded with grain than they began to creak and bulge, and leak. The car illustrated herewith cost about \$1,000. The outside sheathing as well as the inside lining of the car is  $\frac{7}{8}$  inch.

The dimensions of the upright timbers are as follows: Door posts  $5 \times 3\frac{7}{8}$ " with  $\frac{5}{8}$ " flitch plate. The corner posts are  $5\frac{1}{2} \times 6$ ". End braces  $5 \times 4$ ", side braces and side posts  $5 \times 3$ ". The end posts are composed of 2 pieces  $2\frac{3}{16} \times 4$ " with  $\frac{5}{8}$ " sandwich plate. The tare weight of this car is about 43,000 pounds.

H. A. Foss, Chicago Board of Trade Weighmaster, to whom the trade is indebted for many valuable suggestions, along the line of improvement in shipping facilities, says that, "When you take into consideration the substantial way in which the car is constructed it seems to me that the tare is as small as could be expected. I think this car is a long step forward and will surely lead to better grain car equipment."

Cars like the new equipment of the Lehigh Valley will give much better service and insure the safe delivery of grain loaded into them. Something that cannot now be said of the majority of cars in use.

The width over all of this car is  $9' 8\frac{5}{8}"$ . The top of the roof is  $12' 7\frac{1}{4}"$  from the ground. The inside dimensions are  $8' 6\frac{1}{9}"$  wide,  $8' 1\frac{3}{4}"$  high and  $36'$  long. The door opening is  $6'$  wide. No end doors are provided. Steel girders are provided across the end and along the side of the car. Underneath the car, extending from one truck to the other are two large steel beams about  $27'$  feet long. The cross frame ties under the floor and the carline or cross braces in the roof are made of steel, the roof being made of corrugated galvanized iron. The lining of the car is open at three places so that if a board does become broken grain will readily flow out from behind the lining.

Shippers who have almost despaired of ever inducing rail carriers to provide proper facilities for transporting grain will again take heart from this marked improvement over the frail wood cars which invariably become sway-backs as soon as loaded.

These cars were built by the American Car and Foundry Co., St. Louis, which has also delivered to the Illinois Central

some well constructed cars equally well suited for transporting grain.

## Letters From Dealers

### GASOLINE ENGINE SATISFACTORY.

*Grain Dealers Journal:* What experience we have had with a gasoline engine has been satisfactory.

In July, 1902, we thru out the horse power; and, as we had no previous experience, began to study up on gasoline power. The Practical Gas Engineer, which we purchased of the Grain Dealers Journal, was our text book. As our power house was only single-boarded and very cold we put in an oil-cooler instead of the water cooling system. It has not bothered us five minutes in three years. We have never seen one of these engines advertised in the second-hand lists.—A. E. Wheeler & Sons, Canton, Minn.

### THE RULE OF THE STATE SENATE.

*Grain Dealers Journal:* Altho by no means a matter of novelty or surprise, it is yet a fact worthy of earnest note that much of the legislation for better control of R'y rates and service in the various states, after passing the lower houses of the legislatures with relatively little difficulty, has never come to a vote in the upper branches. The carriers have allowed any sort of a bill to go through the Assembly, or whatever it may be called, with little opposition, saving their ammunition for the Senate, where it will be more effective.

The latter, being a small body, is more readily controlled, as the votes of from two or three to half a dozen members are usually decisive of the fate of a measure which actually comes before the house. Ordinarily, however, the committee which will consider R. R. bills is simply "packed," and obnoxious acts are never really allowed to go before the

house on their merits. It is time that business men began to realize the importance of looking after the make-up of these miniature Houses of Lords when nominations and elections are in progress.—F. & F. Co.

### RULES COMMITTEE.

*Grain Dealers Journal:* The Chairman of the Trade Rules Committee would be very glad to have the members of the National Grain Dealers Ass'n, or any grain shipper, receiver, miller or exporter look over the present set of Trade Rules, carefully, and offer any suggestions, or suggest any additional rules or mooted question that should be covered by the Trade Rules.

The Trade Rules Committee will be pleased to have any member of the Association, or grain dealer, receiver, track buyer, miller or exporter submit any questions for their consideration and report.

Please get your communications to the Chairman at your earliest convenience. Yours respectfully, C. A. Burks, Chairman, Decatur, Ill.

### COMPLAIN OF DISCRIMINATION.

*Grain Dealers Journal:* We have filed with the Ohio Commissioner of R. R. & T. alleging unjust discrimination in rates on the part of The L. E. & W. Ry. The facts in the case are as follows: We have been buying grain from two or three grain dealers located in Delphos, O., the most direct railroad line from there being The Penna., the distance by its line being 13 miles. It is more convenient for one of these firms to load the grain on The Northern Ohio Ry. a branch of the L. E. & W., the grain going to Bluffton, O., where it strikes the main line on which we are located. This round-about way aggregates a total of 43 miles. Now, The Penna. Co. makes a rate of  $3\frac{1}{2}$ c per 100 lbs. on grain in car lots from Delphos to Lima and the L. E. & W. has to meet it, this being the rate we pay both roads.

There are three stations located on The Northern Ohio and L. E. & W. between Delphos and Lima, at which we buy grain and on which we are compelled to pay a higher rate than from Delphos. These stations are Rimer and Vaughnsville with a  $4\frac{1}{2}$ c rate and Bluffton with a 4c rate. Thus it will be seen we pay more for a short haul than for a long one.

This is the basis of our complaint filed with the state commissioner of R. R. & T. If you will kindly take the trouble to consult a map of Ohio you will have a better understanding of the matter.

We have another instance of where The L. E. & W. charge us a 4c rate for a twelve mile haul while all the other roads charge but  $3\frac{1}{2}$ c for the same distance. This is a straight out and out overcharge but our protestations have been in vain.

The Ohio Shippers Ass'n, of which we are members, is directly responsible for the course we have taken and it was through their efforts to aid all shippers that we first became aware of the fact that we had recourse in the matter. Very Truly Yours, The Hall & Woods Co., S. B. Douglass, Secy. & Treas., Lima, O.



New Grain Car for Lehigh Valley.

A mob of hungry peasants tried to storm the army granaries at Lebrija, Spain, Mar. 29. Hundreds of cattle are dying for lack of pasture, which has dried up.

# Grain Trade News

## ARKANSAS.

Little Rock, Ark.—The S. L., I. M. & S. Ry. has completed its 150,000-bu. eltr. and 1,000-barrel corn meal mill.

Little Rock, Ark.—The Cuninghame Commission Co. is contemplating the erection of a plant to replace the one burned last winter.

## CALIFORNIA.

San Francisco, Cal.—Jas. Moore, former senior partner of Moore, Ferguson & Co., a grain commission firm, died Mar. 20, aged 78 years. Mr. Moore came to California from the east about 1850 and established the commission business in which he was interested until his retirement about 10 years ago.

## CANADA.

Melfort, Sask.—Turner & McMichael will build a 100-barrel mill.

Ft. William, Ont.—The Ogilvie Milling Co. will build a large flour mill this spring.

Grand View, Man.—Hope & Pearson, who operate a 35,000-bu. eltr., will soon commence the erection of a 150-barrel mill.

Fort William, Ont.—The Grand Trunk Pacific has agreed to establish its lake terminals at Fort William. This involves the construction of large grain storage eltrs. at a later date.

Pilot Mound, Man.—Dow & Curry have closed down their oatmeal mill indefinitely, claiming that the American manufacturers are ruining the market by dumping their surplus oatmeal in Canada.

Treherne, Man.—C. Weichman will rebuild his plant which was burned Jan. 24. The town has voted a bonus of \$5,000 to assist him in building. It is expected that the plant will be ready for operation by Oct.

Winnipeg, Man.—A. J. Nelson, of Morden, has purchased the plant and flour and feed business of Colter & Son and has succeeded them. Mr. Nelson has been engaged in the grain and feed business at Morden.

Winnipeg, Man.—The Grain Exchange will begin the construction of its new building this spring. The building will cost \$60,000, and will occupy a prominent site that was purchased when real estate was much cheaper.

Keewatin, Ont.—The Keewatin Flour Mills Co. has been organized and a 500,000-bu. eltr. and 5,000-barrel mill will be built. Machinery for a 3,000-barrel mill will be installed and the remaining machinery added as needed. A line of small eltrs. will be bot or built at favorable locations thruout the west.

Winnipeg, Man.—The Canadian Co-operative Co., Ltd., incorporated, \$20,000 capital stock, to buy, sell and deal in all kinds of grain, farm produce, stock, manufactured and unmanufactured goods, wares and merchandise. Incorporators, Arthur Atkinson, and St. John & McVicar, grain brokers; C. H. Forrester, Chas. Brown and Geo. A. Elliott.

Winnipeg, Man.—The Board of Trade held a meeting recently at which it was decided to request the department of trade and commerce at Ottawa to appoint a hay inspector at Winnipeg.

Keewatin, Ont.—The Lake of the Woods Milling Co. is improving its plant. A concrete and iron power house, 48x50 ft., is being built in addition to the old house in which 4 new water wheels will be placed, increasing the capacity to 500 h. p., which will be used to operate the eltr. and barrel factory.

Olds, Alta.—The Olds Milling & Eltr. Co. has been organized to build a 50-barrel flour mill, which is also to be equipped with rolled oats milling machinery. The company will also build an electric power plant with lighting capacity to furnish light for the town. An eltr. with capacity to handle all grain grown in its locality will be built when needed.

Montreal, Que.—David Russell, who owned a controlling interest in Lake of the Woods Milling Co., has sold his interest and the company has been reorganized. Robt. Reford, Robt. Meighen, Jas. Crathern and Toronto capitalists are said to have purchased the shares held by Mr. Russell. Robert Meighen, Robert Reford, Thos. Fyshe, Senator Robert McKay, Jas. Crathern and F. H. Mathewson are the new directors.

Winnipeg, Man.—Of the 1904 crop 31,954,650 bus. of wheat had passed inspection at Winnipeg previous to Mar. 31; compared with 27,017,000 bus. for the same period of the preceding crop year. The shipments of grain previous to Jan. 1 were 24,583 cars; compared with 22,656 cars for the same period of 1903. Shipments this year have been, 2,033 cars during Jan., 1,525 cars during Feb. and 2,292 cars during Mar.; compared with Jan., 1,939 cars, Feb. 865 cars and Mar. 1,567 cars for 1904.

## CHICAGO.

Chas. J. Magill, a charter member of the Board of Trade, died Apr. 3.

Two memberships in the Board of Trade were sold recently for \$3.025.

The Alton Eltr. Co. and the Alton Grain Co. have both been dissolved.

Wm. N. Greene, a grain inspector for 30 years, died Mar. 29, aged 51 years.

Robert Fringle is now a member of the firm of Jackson Bros. & Co., of Milwaukee.

Chas. W. Gillett & Co. will discontinue their branch office in the Home Insurance building on May 1.

At the recent annual sale of telephone privileges \$700 was netted in premiums, the highest, \$190, being paid by Bartlett, Frazier & Carrington.

Pres. W. S. Jackson of the Board of Trade has returned from his 10-weeks stay in the south very much improved in health.

Threatening shippers who do not favor you with consignments, with scoop shovel competition, will insure their patronizing some other receiver. It is folly to adopt such short-sighted methods.

Notice that orders in May wheat would not be executed have been given customers by several commission firms.

The petition to make No. 3 corn deliverable on contract at 5 cents discount has been referred to the rules committee by the directors of the Board of Trade.

On account of a difference of opinion between Railroad and Warehouse Commissioners Neville and French it is believed nothing will be done to admit red Russian wheat into the contract grade at Chicago.

The ground floor and halls of the Ri-alto bldg. are being remodeled and greatly improved in appearance by the use of marble and white tile. After May 1 the building will be known as the Postal Telegraph bldg.

Edward W. Mitchell, at one time a wealthy wheat speculator and in the late 60's a leading commission merchant, died Apr. 7 at the county hospital, a pauper. In June, 1870, he tried to corner wheat and lost \$150,000.

T. A. Bryant formerly with Brinson-Waggoner Grain Co., St. Louis has accepted a position as solicitor for Wright-Bogert & Co., and will travel in Western Indiana and Illinois, a territory with which he is familiar, having traveled it before.

Frank K. Dunn, a popular member of the Board of Trade, is ill with nervous prostration said to have been caused by overwork attending the completion of a gas engine which he has invented. His brother-in-law, W. V. D. Wright, has been appointed receiver of his business.

Chas. G. Gates & Co., who have been members of the Board of Trade, have now also joined the clearing house, and will be in a position to take over the trades of any commission firm which by reason of lack of capital refuses to carry long May wheat without excessive margin.

Edward G. Heeman has removed his offices to the rotunda of the National Life bldg., 159 La Salle st., where customers will find the continuous grain and stock quotations. Mr. Heeman has private wires for the prompt execution of orders in all the leading exchanges, and also private wire connection with Milwaukee, which enables him to handle puts and calls. As before, all Mr. Heeman's business will be transacted thru and be confirmed by Chas. W. Gillett.

Lyman Everingham, senior member of the firm of L. Everingham & Co., filed a voluntary petition in bankruptcy Mar. 30 and upon application of the creditors John A. Barnes was appointed receiver. On Mar. 31 notice was posted to close out all open trades of the firm, which amounted to 100,000 bus. of wheat. Liabilities of the firm are \$62,539, with assets \$63,751, \$61,540 of which are open accounts over the country on which probably nothing will be realized. This firm has been doing business on the Board of Trade for 25 years, having come from Milwaukee where Mr. Everingham had been in the grain business for 15 years.

The state weighmasters bill was killed Apr. 6 and shippers who rely on Board of Trade weights will now breathe easier. On motion of Mr. Oglesby, who had introduced the bill, the enacting clause was stricken out. Mr. Oglesby said "The bill as it is drawn is too broad. It was intended to correct abuses in the weighing of grain at East St. Louis, but also affects

Chicago, where the system could not be improved, and would work an injury to the grain producers of the whole state." The day before the bill was killed some good work against it was done by several members of the Illinois grain dealers assn., assisted by a committee from the Chicago Board of Trade.

Representative Lindly on Mar. 28 offered the following resolution in the Illinois house, which referred it to the warehouse committee: Whereas, The state grain inspection department, under the direction of the railroad and warehouse commissioners, is inspecting at East St. Louis Russian red wheat from the Northwest and far West, although greatly inferior to the wheat raised by Illinois farmers, and giving it an arbitrary grade of No. 2 red winter wheat, thereby bringing it into open competition with Illinois No. 2 red winter wheat, to the great injury and damage of the farmers in Illinois, and threaten to take the same action at the Chicago market; therefore, be it Resolved, That the state board of railroad and warehouse commissioners make an immediate report to this House, giving a full and complete statement of all the facts and reasons for said order and inspection.

## COLORADO.

Denver, Colo.—P. L. Maury, grain broker, on Apr. 3 closed a contract for 40 cars of corn to go to Asia for the Japanese.

## ILLINOIS.

Weston, Ill.—The Weston Grain Co. has installed machinery from the Weller Mfg. Co.

Parnell, Ill.—S. H. Pletsch has purchased for \$6,500 the eltr. of A. C. Kaiser and has succeeded him.

Tolono, Ill.—A. H. Edwards contemplates the erection of an eltr. to replace the one now in operation.

Seneca, Ill.—The Seneca Grain, Lumber & Supply Co. has increased its capital stock from \$1,000 to \$30,000.

Manchester, Ill.—Elmore & Lemmon, of Ashland, will install machinery purchased from the Weller Mfg. Co.

Lowder, Ill.—Wm. W. Goff, of Ashland, has purchased the eltr. of H. E. Ensley and has taken possession.

Thomson, Ill.—The Neola Eltr. Co. is tearing down its old warehouse and will build in its place a shed for lumber.

Wedron, Ill.—The Wedron Grain Co. incorporated, \$6,600 capital stock, to deal in grain, produce and fuel and build eltrs.

St. Anne, Ill.—The Sievert-Tegge Grain Co. is tearing down its eltr. and will replace it with a more modern house, 56x48x50 ft.

Kinmundy, Ill.—The eltr. of T. M. Smith burned Mar. 28 with several thousand bus. of oats. Building and grain partly insured.

Peoria, Ill.—It is rumored that the Zorn Grain Co., of Louisville, will remove its general offices from Bloomington to Peoria on May 1. E. S. McClure is local mgr.

Millington, Ill.—Millington Grain & Supply Co. incorporated, \$15,000 capital stock, to deal in grain, fuel and building materials. Incorporators, E. S. Holland, L. W. Weeks and Chas. E. Sleezer.

Paris, Ill.—F. L. Kidder & Co. have improved their eltr. and installed machinery purchased from the Weller Mfg. Co.

Edwardsville, Ill.—A scaffold gave way Mar. 27 at the eltr. being built by Hunter Bros., and one of the workmen was shot to be fatally hurt, while 5 others escaped with lesser injuries.

Loami, Ill.—M. F. Murphy will build eltrs. at Loami and Bates, each to cost about \$6,000. They will be of the crib type. The Burrell Engineering & Construction Co. designed plans and will build the houses.

Mahomet, Ill.—The farmers have appointed a committee to confer with the owners of the eltrs. operated here with the object of buying the plants. If no agreement is made the farmers intend building an eltr.

The senate and house committees of the Illinois legislature are slow to yield to the importunity of the Board of Trade delegations who are working hard for the passage of the senate bills Nos. 174 and 215, which correctly define a bucket-shop.

Tuscola, Ill.—The eltr. and all other property of the farmers company known as the Tuscola Grain & Coal Co. has been ordered sold under foreclosure of mortgage by the court. Master in Chancery J. M. Walker will sell the property some time in May.

Alton, Ill.—The 50,000-bu. eltr. of the Sparks Milling Co. burned Mar. 23 with 30,000 bus. of wheat. The fire started in the cupola and because of the intense heat the fire could not be fought from the roof of the mill adjoining so the firemen bored holes in the walls 90 feet from the ground thru which the nozzles of the hose were thrust and the interior of the building and its contents were soaked. The loss is estimated at about \$50,000; fully covered by insurance. H. B. Sparks says that the eltr. will be rebuilt at once.

At last word comes from Springfield that the Railroad and Warehouse Commission, after frequently announcing reductions in rail rates within the state has decided to grant a hearing to shippers upon their petition for freight rate reductions. The conduct of the commission during the past four years would indicate that it has no real intention of making any changes in rail rates unless the evidence and influence of the shipping public is presented in sufficient volume to cause them to fear to do otherwise than it is shown to be its duty.

Gays, Ill.—J. T. Ricketts has absconded after forging bills of lading which netted him about \$15,000. Mr. Ricketts was formerly in the grain business at Conlogue, but his eltr. there was burned a year ago, and he has recently been engaged in business at Gays. As far as learned Ricketts forged the name of C. T. Rudy, Big Four agent at Conlogue, to bills of lading covering four shipments of 7 cars each, 2 shipments to firms in Cincinnati, 1 to Louisville and 1 to Indianapolis, firms with whom he had done business when he was running the eltr. at Conlogue. Ricketts visited the firms in person and collected the money. When the cars failed to arrive the Cincinnati firm wrote Agent Rudy, who promptly denied all knowledge of the alleged shipments. Ricketts is 35 years of age, and has been dealing in grain for a number of years. His wife and child were deserted.

## INDIANA.

St. Joe, Ind.—Reasoner & Walter have succeeded Frank Barney.

Montmorenci, Ind.—The Taylor Grain Co. will install Weller Mfg. Co. machinery.

Argos, Ind.—Robert A. Kuhn has purchased the eltr. of Wm. M. Bryan and succeeded him Mar. 29.

Indianapolis, Ind.—Henry C. Stockman, at one time in the grain trade at Indianapolis, died recently at Canton, O.

Etna Green, Ind.—J. G. Anglin & Co. have changed the name of their firm to the Etna Lumber, Grain & Milling Co.

Columbia City, Ind.—R. Tuttle & Co. are improving their eltr. and installing machinery purchased from the Weller Mfg. Co.

Advance, Ind.—Jordan & Son, of Bowers, have purchased the eltr. of the Advance Grain Co. and are running, it in connection with their plant at Bowers.

Lebanon, Ind.—J. W. Witt, of Whites-town, who recently purchased the mill site of Adney, Walker & Co., has let the contract for an eltr., to cost about \$10,000 and to be completed in about 4 months.

Sedalia, Ind.—The office of Jenkins & Stewart was entered by burglars Mar. 28. The safe was blown open with nitroglycerin and \$75 and some valuable papers taken. The burglars gained an entrance thru a rear window, which they broke. A part of the wrecked safe was blown thru the office door.

Indianapolis, Ind.—The shippers of Indiana will be pleased to know that the new railroad commissioners have selected Chas. B. Riley, formerly secretary of the Indiana Shippers Ass'n., as secretary of the commission. Mr. Riley has resigned his position as secretary of the Indiana Grain Dealers Ass'n. to take effect Apr. 30.

South Bend, Ind.—The local newspapers, which erroneously stated that the new official inspection department recently authorized would be under the supervision of the Chicago Board of Trade, have withdrawn this statement and now every one is glad an official bureau of grain inspection has been adopted at this point. The inspection fee of 35 cents per carload is fixed by the state law, which provides for the establishment of grain inspection bureaus. The weighing fee has been fixed at 25 cents a carload. The rules governing the grading of grain at Chicago have been adopted at South Bend, and Isaac Wicks, who has long been engaged in sampling and grading grain in Chicago, has been sworn in as deputy inspector under Chief Inspector Costello. Fred W. Ridenour has been appointed deputy weighman. Before the judge would authorize the establishment of a bureau, he insisted that the scales be inspected by the City Sealer, which was done. Accordingly South Bend will have disinterested inspectors as well as disinterested weighmen, and official weights and grades under the supervision of Chief Inspector Costello, who after serving a number of years in the Chicago grain inspection department established a grain sampling bureau. Shippers will readily appreciate that official state inspection is superior to private inspection.

## INDIAN TERRITORY.

Pauls Valley, I. T.—Cy Williams is buying grain and selling the output of the mill of the Pauls Valley Milling Co.

## IOWA.

Vinton, Ia.—S. H. Burke has succeeded Burke Bros.

Williams, Ia.—C. E. Austin, of Austin & Hartwig, died recently.

Ida Grove, Ia.—The Loomis, Johnson, Lee Co. will improve its eltr.

Marathon, Ia.—W. J. Miller, of Varina, now has charge of the eltr. for DeWolf & Wells.

Winfield, Ia.—We can not be without the Grain Dealers Journal.—H. W. Van Dyke & Son.

Marne, Ia.—Ringle Bros. have traded their eltr. property to C. Christianson for 120 acres of land.

Kingsley, Ia.—The farmers have organized a company and intend operating an eltr. on the co-operative plan.

Glenwood, Ia.—Fay Wright has purchased the interest of Mr. Blair and succeeds the firm of Wright & Blair.

Vail, Ia.—Mr. Barrow has purchased a fourth interest in the Vail Mill & Eltr. Co. and took possession Apr. 1.

Alvord, Ia.—The farmers have organized a company of which B. Hamaan is pres. and Otto Reimers is secy. An eltr. will be built.

Salix, Ia.—The eltr. of the Trans-Mississippi Grain Co. was recently equipped with an improved signaling Hall Grain Distributor.

Milford, Ia.—Knudson & Dewey have succeeded J. E. Knudson & Son, M. S. Dewey having purchased a half interest in the business.

Des Moines, Ia.—J. R. Sage, head of the Iowa crop bureau since it was established in 1890, will resign when his term expires next year.

Gilmore City, Ia.—The Gilmore Grain & Eltr. Co. incorporated, \$4,000 capital stock. Incorporators, Aug. Doeringfield, John Dille, W. H. Bies and others.

Laurens, Ia.—C. B. Lamkin, of Inwood, has purchased the eltrs. of the Wheeler Grain & Coal Co. at Laurens and Ware. Possession will be given about July 15.

Orient, Ia.—S. White, of Knox City, Mo., has purchased the eltr. of W. H. Fluke and will take possession about Apr. 25. Mr. Fluke will probably return to Kansas.

Spencer, Ia.—Owen Sheehan has offered to sell his flax mill to a committee of business men, since he can not secure enuf flax to keep the mill running.

Moorland, Ia.—About \$2,000 was subscribed to build an eltr. by farmers at a recent meeting addressed by S. A. Dalton of Eschenburg & Dalton and W. M. Stickney of Lowell Hoit & Co.

The annual meeting of the Grain Dealers Union of S. W. Iowa and N. W. Mo., will be held at the Hotel Johnson, Red Oak, Ia., at 2 o'clock p. m., Apr. 12. If necessary a night session will be held.

Havelock, Ia.—A meeting of farmers was held recently to organize a company to build an eltr. After listening to a talk by W. M. Stickney of Lowell Hoit & Co., and S. A. Dalton of Eschenburg & Dalton the farmers subscribed for 40 shares at \$25 apiece.

Cedar Rapids, Ia.—The American Cereal Co. has let the contract to the Barnett & Record Co. for the erection of a 350,000-bu. eltr. The house will be of wood and includes a working eltr. Also a cleaning house independent of the rest of the plant.

Schleswig, Ia.—C. E. Fitzsimmons, agt. for the Trans-Mississippi Grain Co., has been transferred to Schleswig from Boyer.

Thornton, Ia.—The local storekeepers are endeavoring to form a co-operative eltr. company with themselves in control of 51 per cent of the capital stock, in order to prevent the farmers who are invited to join from branching into the mercantile business in competition.

The co-operative eltr. at Rockwell, which we have heard exalted so much as a great thing for the community thereabouts, seems to have gotten in its deadly work as well. The state census just completed shows a loss in population at Rockwell of 162 since the national census of five years ago.—Globe, Hampton, Iowa.

Cedar Rapids, Ia.—The Bosch-Ryan Grain Co. has decided to rebuild immediately. The eltrs. will have a capacity of 400,000 bus. and will be strictly fire proof. The malting plant will be 30x140 ft. and 8 stories high, and will be constructed to furnish capacity for 4,000 bus. of malt per day. The office will be removed to Cedar Rapids from Davenport as soon as financial arrangements can be made.

Council Bluffs, Ia.—The salvage from the wrecked Union Eltr., including wheat, oats, rye and barley, is being sold in wagon and carload lots. About 1-3 of the total amount of grain has been disposed of. All of the corn was sold to a glucose syrup company at Granite City, Ill., and 18 carloads have been shipped there. The railroad company which built the eltr. does not care to continue as owner of the eltr. property but will furnish ground for a new house if someone else will build it.

Dows, Ia.—At a meeting of farmers held in the opera house here Mar. 21 it was decided to subscribe for stock and invest in a grain eltr. The station affords two eltrs. at present and it is probable that the new company will buy one of these. S. A. Dalton, representing Eschenburg & Dalton and W. M. Stickney representing Lowell Hoit & Co., both of Chicago, addressed the meeting and were heartily applauded. On the 24th they also addressed a meeting of farmers in Pocahontas County urging the formation of co-operative eltr. companies.

Ames, Ia.—The Iowa State College will begin its good roads instruction school June 12, continuing until June 17. A regular course of instruction will be given in the fundamental and essential features of road building and maintenance with special reference to Iowa conditions. A syllabus of the work and condensed treatise on good roads construction and maintenance are being prepared for the use of those who attend and in addition lectures on the different phases of the work will be given by expert road builders from different parts of Iowa and from elsewhere. In addition, regular instruction will be given in the use of road surveying instruments and in the preparation of road maps and profiles and of plans for road improvement. Particular attention will be given to the proper methods of road drainage of both surface and ground water. In this work those attending will be organized in small parties, each under charge of an instructor, to take actual work in the field and drawing room.

## KANSAS.

Topeka, Kan.—S. H. Downs, of the Downs Seed & Grain Co., died recently.

Assaria, Kan.—A stock company is being organized to build an eltr.

Hoxie, Kan.—E. T. Crum will build an addition to his eltr. this spring.

Sherman, Kan.—The eltr. for the Hutchinson Mill Co. has been completed.

Stockton, Kan.—The eltr. for the Baker-Crowell Grain Co. has been about completed.

Saxman, Kan.—The Saxman Farmers Grain & Live Stock Co. incorporated, \$5,000 capital stock.

Winfield, Kan.—L. H. Sorey, formerly agt. for the Blackwell Milling & Eltr. Co. at Tonkawa, Okla., has removed to Winfield.

Cherryvale, Kan.—The Sauer-Stepham Milling Co. is building a 65,000-bu. wooden eltr. and a large flour warehouse to its plant.

Junction City, Kan.—The millers have organized the Northern Kansas Millers Club, and will hold a second meeting Apr. 12.

Hudson, Kan.—The eltr. of the Pacific Eltr. Co. is being overhauled and repaired. A new belt, spouting and boots will be installed.

Lehigh, Kan.—Burkholder & Co., composed of A. Burkholder and C. F. Gramberg, are the successors of Ehrlich & Co., proprietors of Eltrs. B. & C.

Burns, Kan.—J. W. Barker has purchased the stucco mill and intends remodeling it into an eltr. next fall. Mr. Barker is an extensive feeder of cattle.

Halstead, Kan.—Local No. 1 of the National Farmers Exchange has let the contract for the erection of its eltr. to P. H. Pelkey. Work is to commence at once.

Ellsworth, Kan.—S. C. Groth & Co., of Lorraine, have purchased the eltr. of M. L. Meek and have taken possession. They will make Ellsworth their headquarters.

Topeka, Kan.—John W. Radford of Kansas City, Kan., has been reappointed state grain inspector. Mr. Radford is threatened with blood poisoning as the result of a scratch.

Stockton, Kan.—The Stockton Eltr. & Shipping Assn. contemplates enlarging its plant. The roof of the eltr. will be raised 12 ft. to increase the capacity of the bins and an addition will be built.

Topeka, Kan.—Carr Taylor, who has been appointed attorney of the state railroad commission, will begin work at once altho his salary will not become payable until July. Cyrus Anderson is secy. of the new board.

Topeka, Kan.—Not as yet being in jail, E. J. Smiley in person presented to Governor Hoch, Mar. 27, a petition for his pardon signed by many grain dealers and the attorney of the Farmers Assn., which prosecuted him. The governor on Apr. 1 refused the pardon.

Arkansas City, Kan.—Herman Probst contemplates the erection of an eltr. to cost about \$20,000. It is proposed that the Commercial club be asked to help secure a free site and cheap gas for power. The eltr. will be equipped with cleaning machinery having capacity for 20 cars per day.

Ottawa, Kan.—The eltr. of the Williams-Wilson Grain Co. burned Mar. 27 with 3,000 bus. of seed flax, 3,000 bus. of corn and 12,000 bus. of kafir corn. Loss, \$12,000; insurance \$5,500. The fire was started by lightning and 5 minutes after

the fire was first seen the building was compared with 365,733 bus. of wheat and 1,324,861 bus. of corn for Mar., 1904, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade.

Hutchinson, Kan.—The Farmers Independent Grain Dealers Assn. was organized Mar. 21 by 40 farmers, with Wm. Kenton of Rice County as pres. James Butler, who was driven out of the old co-operative assn., and who now operates a pool and billiard hall at Kansas City, Kan., tried to get control of the new organization. Butler succeeded in getting himself elected temporary secy.; but on the permanent organization Butler was left entirely out.

Wichita, Kan.—The Red Star Mill & Eltr. Co. incorporated, \$50,000 capital stock, to build a 50,000-bu. eltr. and a 500-barrel mill. Incorporators, A. R. Clark, of Coats; W. E. Clark, Sawyer; C. Q. Chandler, Medicine Lodge; J. W. Berryman, Ashland; J. M. Helings, Coats; W. S. Fallis, Garnett; J. E. Howard, Wichita. The officers of the company are: J. E. Howard, pres. and general mgr.; W. E. Clark, vice-pres.; A. R. Clark, secy. and treas. The eltr. will be arranged to do a large grain handling business as the company will do a grain business in addition to milling. The Barnard & Leas Mfg. Co. has the contract. A line of eltrs. will be operated on the Missouri Pacific and Santa Fe roads west of Wichita. Mr. Howard turns over the management of the Howard Mills to his son, C. R. Howard, altho he retains his interest in the business.

## KENTUCKY.

Uniontown, Ky.—S. S. Kerr, of Nashville, Tenn., will build an eltr. to be operated under the name of the Farmers Up-to-Date Eltr. Co. It is expected that it will be completed in time for the coming crop. Warren McConnell is the present buyer in this locality for Mr. Kerr.

Louisville, Ky.—B. S. Haggard & Co. discontinued the grain business some time ago. They were succeeded by B. F. Pickrell and later by B. F. Swartzel. The latter is related in some way to B. F. Pickrell and the name of the firm was changed on account of Mr. Pickrell becoming unpopular. Neither of them is in business at Louisville at present, but they have been operating in southern Indiana, where they have gotten into trouble in several instances on account of unscrupulous dealings.

Louisville, Ky.—John W. Dane, who is alleged to have been swindling grain dealers over the south, came to grief at Louisville, where he is now under arrest charged with attempting to obtain money by false pretenses. Dane bot several carloads of grain of Oscar Farmer & Sons, to whom he represented himself as the buyer for the Adams Express Co. He offered the grain to the Adams Express Co. three cents below the market, representing himself as the owner. Farmer & Sons delivered the grain, and the scheme was not exposed until Dane was about to receive payment. Dane is said to hail from Georgia, where he has learned the grain business.

## LOUISIANA.

New Orleans, La.—That the burning of the Illinois Central Eltrs. has not crippled New Orleans is shown by the grain exports which during Mar. amounted to 3,902,475 bus. of corn with no wheat;

New Orleans, La.—The H. T. Lawler Milling & Trading Co. incorporated. Incorporators, H. T. and J. T. Lawler, H. T. Lawler, Jr., J. T. Aycock, C. B. Hoffman, H. Larousini, Aug. Craft and L. Hymel. The officers of the company are: H. T. Lawler, pres. and mgr.; J. T. Aycock, vice-pres.; J. T. Lawler, 2nd. vice-pres. and assistant mgr.; H. T. Lawler, Jr., secy. and treas. A 100,000-bu. eltr. and 500-barrel mill will be built immediately.

New Orleans, La.—We are indebted to Fred Muller, secy. of New Orleans Board of Trade, for a copy of his annual report for 1904, which is very handsomely printed on tinted paper of three colors, with its cover embellished with a golden crescent. The statistics are very complete and detailed, and show a great variety of exports, for the trade of New Orleans is growing in other commodities as well as grain.

New Orleans, La.—The National Rice Milling Co. has let the contract to Jas. Stewart & Co., for the first eltr. designed to handle rice in bulk. It will be erected in the city near the co.s mill of wood and will have storage room for 250,000 bus. An unloading platform 300 ft. long will be provided for receiving the bagged grain from cars. Ninety per cent of the bins will be of 700 bus. capacity and none will accommodate over 1,400 bus.

## MARYLAND.

Baltimore, Md.—The Vickery-Hazle-grove Grain Co., which was organized recently, has been dissolved by mutual consent.

Baltimore, Md.—Harry E. Elgert, junior partner in the firm of J. A. Manger & Co., mourns the loss of his father who was recently killed by an engine on the N. C. Ry.

## BALTIMORE LETTER.

Robert L. Burwell has been appointed a member of the Corn Committee of the Chamber of Commerce vice George Frame resigned. Mr. Burwell represents the handlers of southern and water borne grain on the Committee.

The Chamber of Commerce Committee is carefully considering the question of grain driers at the export eltrs. and it is probable that before another season first class driers will be established at the export terminals.

The Western Maryland Railroad, now owned by the Wabash interests, has commenced to double track its main line in anticipation of increased traffic when its extension to Cumberland is completed during the summer. This link will connect it with the West Virginia Central which is already connected with the Wheeling and Lake Erie, all Gould lines, and will result in an outlet to the seaboard for the Gould System.

Without having any export business in wheat Baltimore's stock of No. 2 Red has been steadily decreasing since Jan. 1st, the result of a constant demand for milling purposes. This demand has come from Tennessee, Georgia and other southern states, also from New York. The stock of No. 2 Red wheat here came from nearby sections of Maryland and Pennsylvania and has been of excellent quality during all the season. It is be-

cause of its value for milling purposes; that millers from all sections have been attracted to this market. It is generally conceded that the 1904 wheat crop of Maryland was larger than the early estimates, nevertheless the steady demand for it has about cleaned up stocks in first hands and reliable information is to the effect that farmers' stocks are smaller than usual at this time of the year, therefore Baltimore will not be in a position to supply this demand much longer.

The argument in the differential freight rate matter as between the Atlantic ports, was begun April 4th before the full Interstate Commerce Commission in Washington, and continued several days. New York opened the argument by its counsel, Mr. Blackmar, who was followed by Arthur Geo. Brown and Jno. B. Daish for Baltimore, Silas B. Pettit representing Philadelphia, and Chas. S. Hamlin, formerly Assistant Secretary of the Treasury, for Boston. Hon. Jno. G. Carlisle, formerly Secretary of the Treasury, closing for the New York interests. Counsel for New York claimed that Baltimore and Philadelphia wanted to use the differentials as a crutch and that both cities would be better off if they threw the crutch away. Counsel for Baltimore contended that a crutch was not needed, but that the differential was demanded as a right. It is the consensus of opinion that Baltimore has made a strong case and that general conditions are not materially changed to justify the Interstate Commerce Commission reversing its decision of 1898, which was in favor of the differentials. Mr. Hamlin in his argument against Baltimore having a differential under Boston, in speaking of Baltimore's advantages as an offset to some of the ocean advantages enjoyed by Boston referred to Baltimore's nearness to Western markets, also its more favorable grading, both facts which were strongly brought out by Baltimore's witnesses, also by the testimony of the western grain representatives who testified during the hearing.

The special train carrying Richard Silvester, president of Maryland Agricultural College, Prof. W. L. Amoss, director of Farmers Institute, W. W. Cobey, of the Department of Agriculture, and a number of prominent Baltimoreans, which was designated the "Corn Special," made a successful run last week over the line of the Maryland and Pennsylvania Railroad having as an object to teach the farmers of this state how to increase the yield of corn. Lectures were delivered at all stations en-route and large numbers of interested farmers met the train at every point. "One hundred bushels of corn to the acre" was the text of all the addresses. The average yield per acre of Corn in Maryland is 32½ bus., and it is believed that the small yield results from the lack of vitality in the seed. The first principle of successful corn breeding is to obtain reliable seed, and by properly selecting the seed it is believed that a yield of 100 bus. per acre can be attained. The interest shown everywhere by the farmers is regarded as evidence that much good will result from the educational tour. Following this trip another was taken a few days later over the Western Maryland Railroad with the same encouraging results.

The committee of the Chamber of Commerce, consisting of John W. Snyder, Geo. S. Jackson and Robert Ramsay, which visited New Orleans for the purpose of examining the grain dryers at

that point returned home on 20th inst., but as yet have made no report of their investigations. They were, however, favorably impressed with the system at New Orleans, and it is probable that an arrangement upon somewhat similar lines will be recommended for this port, and the matter of drying corn is receiving full consideration with the probability of the early installation of modern appliances here.

The Western Maryland Railroad, recently acquired by Wabash Railroad interests, has arranged for the early erection of a first-class modern 2-story hay shed at its terminal at Hillen Station. The hay shed will be a great accommodation to the trade which has heretofore handled all the hay arriving by that line from tracks. Receipts of hay by Western Maryland R. Rd. are ordinarily about one-fourth of the total arrivals in this market and the fact that the proposed hay shed is situated within a short distance of the hay sheds of the Pennsylvania railroad will tend to concentrate the hay business in that section of the city. The Western Maryland Railroad has also recently given large orders for increased equipment and the merchants of this city are taking great interest in the development of this property by its new owners and its extension westward.

The action of Chairman Frank Firth of the Uniform Bill of Lading Committee in withdrawing the proposed Uniform Bill of Lading is regarded with much satisfaction here as it shows that the determined opposition of the business interests against the unreasonable methods of the transportation lines can be made successful when properly directed. The unconditional withdrawal of what the carriers called an innocent document, after their positive insistence for its adoption, is nothing less than a back down. The Baltimore Chamber of Commerce early took action against the Uniform Bill of Lading, and some of the railroad officials here made a strong appeal that the circular sent out at that time be recalled, but they were unsuccessful in their efforts. It is agreed that the railroads and merchants each appoint five representatives as a joint committee to devise a Uniform Bill of Lading, but opinion seems to regard the outcome as not very promising, as it is probable that the five representatives of the carriers will act under instructions and are not likely to agree to a document that will be acceptable to the merchants, in which event it means a deadlock and delay.—B. M.

### MICHIGAN.

Freeland, Mich.—Wm. E. Laue has been incorporated under the same name.

Birchrun, Mich.—Chas Wolohan is improving his eltr. and installing machinery recently purchased from the Weller Mfg. Co.

Quincy, Mich.—Daniel Larzelere, who has been in the grain trade for over 50 years, has retired, for a well earned rest.

Three Rivers, Mich.—Levi Beckhart, of Lima, will build an eltr. and mill to take the place of the Emery mill, which burned last year. The city gives a bonus of \$2,000.

Thompsonville, Mich.—The Baird-Lowenberg Co. has been organized, with \$40,000 capital, to handle grain and produce. Several warehouses will be built along the Ann Arbor road. The stock-

holders in the company are: C. H. Baird, Columbus, O.; J. S. Lowenberg, Freeport, Mich.; Alex Immerman and Robert Plotler, Sherman, Mich.; John Immerman, Detroit; Wm. Immerman, Thompsonville.

Grand Rapids, Mich.—Wm. N. Rowe, pres. of the Valley City Milling Co., the largest milling property in Michigan, with numerous eltrs., died Mar. 21, after a week's illness. Mr. Rowe early had experience in the milling business, then attended Rochester University and taught school and became superintendent of an academy. He afterward engaged in the milling business at Grand Rapids with the Mangold-Kusterer Co. He organized the Valley City Milling Co., which now operates three mills of 200,000 barrels capacity annually. Mr. Rowe was a director of the Millers National Federation, has been pres. of the Michigan Millers assn. and active in the Michigan Millers Mutual Fire Insurance Co. He is survived by a widow and two sons.

### MINNEAPOLIS.

The Brooks Eltr. Co. will build a frame engine room to cost \$5,000.

Geo. H. McDowell, superintendent of the Union Eltr. Co., died Mar. 31, aged 66 years.

The Cargill-Robb Eltr. Co. incorporated, \$50,000 capital stock. Incorporators, S. S. Cargill and J. A. Robb.

The Bander Grain Co. incorporated, \$10,000 capital stock. Incorporators, I. R. Stewart, J. B. Giffillan, Jr., and G. F. Briggs.

The Chamber of Commerce clearing house has requested 10 per cent deposits on May wheat contracts in view of possible wild fluctuations.

The Acme Milling Co. incorporated, \$100,000 capital stock. Incorporators, E. L. Welch, St. Paul; C. F. Poehler and E. E. Mitchell, Minneapolis.

The two receivers, the referee in bankruptcy and the attorneys who expected to enjoy fat fees in the settlement of the claims against the Coe Commission Co. are discovering that there is nothing substantial back of this bucket-shop's imposing front. Three appraisers have valued the entire personal property in the 125 offices at \$1,707. Creditors will soon be notified to meet and elect a trustee. Some of the concern's private wires have been taken by the Edwards-Wood Co.

### MINNEAPOLIS LETTER.

L. Sherman has left Loomis-Johnson-Lee Co. and is now with the Spencer Grain Co.

During the performances of Parsifal, many Chamber of Commerce men hurried from their offices early to attend.

The office of McKinnon & Son has been vacated and nothing more is heard from them. Their membership has been sold.

Large sales of round lots of oats have been made recently. One eltr. company sold over quarter million bu in a few days.

The railroads are working hard to get the reciprocal demurrage bill defeated. They have circulated petitions among shippers for signatures.

The Farmers Exchange has been invited to join the Chamber of Commerce and it is expected that next season the farmers will sell their own grain on change.

On change there is a practice to abuse the privileges of visitor and messenger tickets. Notice has been posted up, calling attention to the rule and that the same would be enforced.

Tuesday, Apr. 4, the rules were suspended and smoking was allowed. The traders in the pit sat around in chairs and it shows that with Chicago closed, every other market might as well go fishing. Here there was hardly any trade.

The feed dealers have a pit of their own now in the smoking room. They have benches around that are for their exclusive use. Anyone outside of their set who dares to occupy one of the benches is carried bodily to the cigar stand and is made to buy for the crowd.

The members of the Chamber of Commerce are rejoicing over the passage of the Erickson anti-bucket shop bill by the state legislature. Since the collapse of the Coe Commission Co. members report a steady increase in their business and some say that their business has been doubled. With the law against bucket-shopping in force members are looking forward to a prosperous trade in futures.—J. A. R.

A feeling is growing with all except the millers that the rules of the Chamber of Commerce should be amended to permit the delivery of No. 2 northern on future contracts at a discount or penalty. The option trade has been killed by the manipulation which is alleged to be possible under the present rules; and the pit traders, who sided with the millers when the question was up for a vote, will not stand for the loss in revenue. The eltr. proprietors are doing nothing now to effect the change which they formerly advocated, but they will assist the pit traders should they wish to enlarge the number of grades deliverable on contract. In order to obtain a majority of votes the change in the rules would have to be supported by every interest on 'change except the millers. The millers the last time found friends among the receivers, but they at the present time have wheat to sell and cannot sell it. The mills don't want it and the eltrs. don't want it because they are unable to hedge it and so the receivers have many days of worry. The best friend the receivers have is the eltr. man. The eltrs. are always in the market at some price and whenever wheat goes begging and cannot be sold, the eltr. interests step in and save the market, while the millers would not turn over one hand to help the receivers.—Minn.

### MINNESOTA.

Lakepark, Minn.—The Farmers Eltr. Co. will build an eltr.

Murdock, Minn.—The farmers are contemplating the erection of an eltr.

Lake Wilson, Minn.—The Peavey Eltr. Co. closed its eltr. Mar. 23 for the season.

Wadena, Minn.—The Ebner Milling Co. will build a 20,000-bu. steel circular eltr.

Altoona, Minn.—E. A. Brown closed his eltr. Apr. 1 for the remainder of the season.

The St. Anthony & Dakota Eltr. Co. recently purchased grain feeders from A. H. Richner.

Heron Lake, Minn.—The eltr. of the Hubbard & Palmer Co. was damaged recently by fire.

Houston, Minn.—Arthur Sorenson, formerly buyer for the W. W. Cargill Co. at Grand Meadow, has been transferred

to this point where he has the same position at the new eltr.

The Minnesota house has passed L. H. Johnson's bill providing for county schools of agriculture.

Ulen, Minn.—Seibert Lien, of Fossum, has taken charge of the eltr. for the Thorpe Eltr. Co.

Blooming Prairie, Minn.—Frank J. Quinn has been engaged as mgr. for the Farmers Eltr. Co.

Olivia, Minn.—A company, of which Nick Brules is pres. and Chas. Kenning secy., will build an eltr.

Twin Valley, Minn.—J. F. Heiberg, of Heiberg, has purchased the eltr. of the Great Western Eltr. Co.

Warren, Minn.—Emil Tornell has succeeded G. N. Morkassel as wheat buyer for the Peavey Eltr. Co.

Ellsworth, Minn.—J. P. Coffey, of the Luverne Roller Mills, has secured a site and contemplates erecting an eltr.

Ashereek, Minn.—The Hubbard & Palmer Co. and the American Grain Co. have closed their eltrs. for the season.

Pelican Rapids, Minn.—The Pelican Rapids Co-operative Warehouse Assn. will build an eltr. F. Damschen is secy.

Litchfield, Minn.—The warehouse of Richard Welch will be removed and Quinn Bros. will build an eltr. on the site.

Lismore, Minn.—The Farmers Eltr. Co. is building an eltr. L. VanHoltum, L. Johnson, T. P. Baker, and others are interested.

Plummer, Minn.—Olaf Tande, who has been buying grain for the Prairie Eltr. Co., has resigned and gone back to his farm.

Lakefield, Minn.—John McGlin, of McGlin Bros. who recently bot the eltr. of the Canton Grain Co., will remove to Lakefield about May 1.

Representatives of the railroads are using coercion to obtain the signatures of shippers to a petition against the Nolan reciprocal demurrage bill.

The Minnesota house has passed Deegan's bill H. F. 750, to authorize the establishment of public wagon scales and to regulate weighing thereon.

Warren, Minn.—The Soo Line is coming into Warren and there will be some eltrs. built, but particulars are lacking at this date.—G. N. Morkassel.

The Minnesota house has passed H. F. No. 439 by Wallace providing for the establishment of public hay yards and the weighing and inspection of hay.

Lansing, Minn.—J. F. Beatty, formerly agt. for the Hunting Eltr. Co. at Blooming Prairie, will succeed O. C. LaBar as buyer for the company at this point.

Senator Schaller has introduced a bill, S. F. No. 497, authorizing the state railroad commission to prosecute cases before the Interstate Commerce Commission.

Duluth, Minn.—Over 1,000,000 bus. of grain has been sold for eastern shipment. Boats will load as soon as the ice leaves the slips. A few boats have cleared for the north shore.

St. Peter, Minn.—The Walter-Bowman Eltr. Co., of Mankato, will overhaul its cleaning house and will install a number of new cleaning machines. The Younglove & Boggess Co. has the contract.

St. Peter, Minn.—Geo. M. Evenson has been appointed agt. for G. W. Van Dusen & Co., to succeed his brother A. F. Even-

son, who was recently appointed a member of the state board of grain appeals.

Long Prairie, Minn.—The Farmers Exchange has been organized to handle produce and built an eltr. The officers are: H. P. Pettis, pres.; R. M. Johnson, vice-pres.; Aug. Logering, secy.; J. F. Brown, treas.

The committee on railroads of the Minnesota senate has recommended the passage of the bill prohibiting railroads from raising freight rates without the consent of the railroad and warehouse commission.

Hector, Minn.—Jas. Niles has resigned his position as mgr. for the Columbia Eltr. Co. and will engage in other business. The eltr. will remain closed until Sept., when H. W. Koehler will take charge.

Senator Everett has introduced a bill in the Minnesota legislature to punish persons forming pools, trusts or combines. It is believed this proposed law will make some of the farmers' co-operative companies illegal.

Rothsay, Minn.—The Farmers Eltr. Co. has been organized to build or buy an eltr. in time to handle the coming crop. The officers of the company are: Tosten Nelson, pres.; Alfred Wood, secy.; John A. Wigdahl, treas.

Elmer E. Adams has introduced a bill in the Minnesota legislature making it a misdemeanor for a commission merchant to report an order for the purchase or sale of grain or stocks as having been executed when in fact it has not.

Beaver Creek, Minn.—A co-operative company is being organized by the farmers to build an eltr. this summer. K. H. Knudtson, J. S. Crawford and A. C. Hagedorn have been appointed as a committee to prepare articles for incorporation.

Hills, Minn.—The Hills Mercantile Co. is said to have done business at a loss during the past year. If it can collect its outstanding accounts it will be about even. Its loss on barley of about \$400 was offset by gain in some of the other branches of the business.

Grogan, Minn.—The Walter-Bowman Eltr. Co. has let the contract for the erection of its 16,000-bu. eltr. to the Younglove & Boggess Co. The eltr. is to be equipped with a 6-h. p. gasoline engine, a 4-ton Fairbanks-Morse Dump Scale and a 60-bu hopper scale.

Adrian, Minn.—The eltr. of the Adrian Alliance Mercantile & Eltr. Co. is for sale. After nearly 12 years it finds itself with a large plant which has largely depreciated in value, and with no surplus funds to keep up repairs. Another evidence that grain can not be handled for nothing.

The grain and warehouse committee of the Minnesota house will recommend for passage the Fraser bill giving special inspectors as assistants to the board of grain appeals, with an amendment suggested by Mr. Staples allowing the board to select 2 inspectors from the regular force who shall be entirely under their direction.

Protests against the plan to require track scales at eltrs. from F. B. Kellogg, representing the Consolidated Eltr. Co., of Duluth, and A. L. Searle of the Peavey Co., were heard recently by the grain and warehouse committee of the Minnesota house. The Hanaford committee had brot in 2 reports; for and against track scales. The house committee is convinced that

hopper scales are as accurate as track scales. It is probable that no law will be enacted forcing track scales on the trade.

Louisburg, Minn.—The eltr. of the Interstate Grain Co., Northwestern Eltr. Co. and the McCaull-Webster Eltr. Co. were damaged in the cyclone which swept thru Louisburg Mar. 27 and injured several persons severely. Part of the roofs were destroyed and the offices blown away, causing damage amounting to \$800 or \$1,000. All business places in the town except 2 were destroyed.

The reciprocal demurrage bill was attacked at the hearing Apr. 4 by E. D. Sewall, A. G. F. A. of the C., M. & St. P. R. R., who said "This law would compel the railroad companies to pay the millers of Minneapolis at least \$600 a day, as persons who load cars within forty-eight hours are entitled to the 1/2 cash rebate. The great terminal eltrs. would also be in a position to collect vast sums as rebates from the railroads. The result would be, the railroads would be paying out more in Minneapolis than they are receiving."

The Minnesota Farmers Exchange held its first annual meeting at St. Paul, Minn., Mar. 22, and elected the following officers for the ensuing year: General manager, H. C. Block, of Main Prairie, Minn.; pres., O. J. Major, Hope, N. D.; vice pres., J. J. Furlong, Austin, Minn.; sec., J. S. MacDonald, Rush City, Minn.; treas., W. S. Weatherstone, West Concord, Minn. The Exchange does not control all the farmers eltrs. in Minnesota, only 14 being identified with the Exchange, while it has connection with 19 in Dakota, and actually owns a controlling interest in 2 houses, one at Pettis and one at Elmo. The Exchange during its existence of 1 year has handled 300 cars of grain. At the meeting the by-laws were amended to make its transactions more businesslike.

The committee on railroads of the Minnesota senate gave a hearing Mar. 28 on W. A. Nolan's reciprocal demurrage bill. For the Minnesota Shippers Assn. E. J. Cannon said: Shippers favored the bill, first, because railroads have charged demurrage on some commodities and have not charged it on others; second, because cars are not always placed on delivery tracks with reasonable promptness; third, because the reciprocal credit feature of the bill, by which railroads receive credit at the rate of \$1 per car for every car furnished 24 hours sooner than the limit required in the bill and the same credit is extended to shippers who unload cars before the expiration of the time limit, will enable shippers who receive "bunched cars" to apply the credit accruing from unloading the first cars in 24 hours to the cost of the demurrage resulting from delay in unloading the last cars.

The railroad rate investigating committee of the Minnesota legislature on Apr. 6 brot in two reports making similar recommendations. One of the bills approved is aimed at rebates, and provides a penalty for any person, firm or corporation guilty of accepting any special rate, rebate or drawback from a common carrier, not open to the public. It also provides a penalty of \$5,000 for the common carrier furnishing the special inducement. Another bill enlarges the authority of the railroad commission, so as to give its employees access to the books of the railroads and punish any attempt to withhold information. It also requires consent of the commission before any change is

made. Another bill is in the form of a joint resolution, directing the railroad and warehouse commission to undertake a readjustment of freight rates in the state, reducing them to the basis of rates in Illinois and Iowa, and to readjust them so that there shall not be more than 5 per cent difference between the distance rate and the distributing rate. The fourth bill is a joint memorial to congress, asking for legislation increasing the powers of the interstate commerce commission and abolishing private car lines. The reports and bills approved by the rate committee have been made a special order to come up in the senate Apr. 12.

### MISSOURI.

Kansas City, Mo.—F. R. Linton, who was suspended from the Board of Trade, has applied for reinstatement.

Kansas City, Mo.—The mill of the J. Ismert Milling Co. which is to be erected in Armourdale, will cost with the eltr. about \$200,000.

Kansas City, Mo.—The building committee of the Board of Trade, W. T. Kemper, W. W. Cowen and H. F. Hall, are looking for a site for the long-talked of new building.

St. Louis, Mo.—Wm. B. Dean, a retired grain and commission merchant, died recently. He was formerly a member of the firm of Block, Dean & Co., but retired from business in 1899.

The annual meeting of the Grain Dealers Union of S. W. Iowa and N. W. Mo., will be held at the Hotel Johnson, Red Oak, Ia., at 2 p. m., Apr. 12. If necessary a night session will be held.

Kansas City, Mo.—W. C. Goffe and other members of the Board of Trade, went to Jefferson City, Apr. 3 to protest against the Governor approving the bill to place state weighmasters at all eltrs.

Gower, Mo.—This town has lost an eltr. which was to have been built by E. L. Walker and Curtis Poe, because some of the residents objected to the proposed location on the street fronting the railroad, which divides the town.

Marysville, Mo.—The Wabash Eltr. has been torn down and the material will be used in the construction of a manufacturing plant. This house was built in 1879 and was one of the first built in this section of the country and was one of the last to go out of business.

St. Louis, Mo.—Arrangements are being made for a special train to take Missouri millers to the agricultural college at Columbia, Mo., in May, to show the millers what they can do to get farmers to sow better seed wheat and improve their methods of growing grain.

Kansas City, Mo.—Attorney General Hadley has asked the Board of Railway and Warehouse Commissioners to set a date on which to hear protests against the recent ruling which established a grade of No. 2 red on Pacific coast wheat under Missouri inspection. This ruling does not affect Kansas City.

Opinion of shippers is divided as to the desirability of the maximum rate bill, house bill No. 203. Some shippers are quite willing to pay the rates now demanded by the railroads, preferring prompt handling of grain and the supply of cars in abundance. Especially is this true of stock shippers. Gov. Folk has been petitioned to veto the bill.

St. Louis, Mo.—Thos. J. Cleage, Jr., a former get-rich-quick schemer, has been

declared a bankrupt by Referee in Bankruptcy Walter D. Cole. The bankruptcy proceedings were brot against Cleage in Oct., 1903, and he was charged with having received and disposed of \$1,000,000 of his customers' money. Claims were allowed for \$26,000. The defense was that the trades were gambling, being simply bets, and based largely on puts and calls; but he charged and collected a commission for them.

St. Louis, Mo.—It is feared here that the Oglesby bill for the appointment of state weighmasters at East St. Louis grain elevators, which has just been killed in the Illinois legislature, will be revived with amendments making it applicable only to East St. Louis, Ill., with a view to preventing the deputies of the St. Louis Merchants Exchange from supervising the weighing in the interest of shippers to the St. Louis market as heretofore. Shippers to St. Louis will do well to lend their support by always demanding official Merchants Exchange weights.

### MONTANA.

Butte, Mont.—The first load of grain ever marketed in Billings County was recently brot to Sentinel Butte. Farmers have grown grain for 2 years, but have had no threshing machines.

### NEBRASKA.

Riverton, Neb.—Chitwood & Chittick contemplate building this spring.

Carroll, Neb.—The Farmers Eltr. Co. incorporated, \$8,000 capital stock.

Greeley, Neb.—Senator E. D. Gould contemplates the erection of an eltr.

Pleasanton, Neb.—The Farmers Grain Co. will build an eltr. this summer, to cost about \$5,000.

Stromsburg, Neb.—Oscar Johnson has succeeded Carl Nelson as mgr. of the eltr. for the Omaha Eltr. Co.

Papillion, Neb.—The Farmers Eltr. Co. has changed its name to the Gretna Eltr. Co. with \$15,000 capital.

Remember the annual meeting of the Nebraska Grain Dealers Assn. at the Millard hotel, Omaha, Neb., Apr. 27.

Prosser, Neb.—The Prosser Grain Co. incorporated, \$10,000 capital stock. Incorporators, M. R. and B. M. Jones.

Dixon, Neb.—The Terwilliger & Dwight Co. is tearing down its old eltr. and will build a house 38x38x36 ft.

Strang, Neb.—Will Kearney, of Inland, has succeeded J. A. Harvey as mgr. of the eltr. for the Central Granaries Co.

Octavia, Neb.—The Trans-Mississippi Grain Co. recently equipped its eltr. with an improved Hall Signaling Grain Distributor.

Elwood, Neb.—L. M. Millen has succeeded his son, Fred Millen, as mgr. of the eltr. for W. H. Ferguson. Mr. Millen formerly had charge of this eltr.

Waterbury, Neb.—A. H. Steele has resigned his position with the Atlas Eltr. Co. and has gone to Lake Andes, S. D., where he has engaged in other business.

Carroll, Neb.—The Benson Grain Co. has purchased the grain and coal business of E. J. Veal and has placed A. H. Foote in charge. A flour and feed business will be added.

Omaha, Neb.—F. S. Cowgill, of the Trans-Mississippi Grain Co., says that he will build an eltr. as soon as possible with

about the same capacity as the one burned at Council Bluffs.

The several bills introduced in the Nebraska legislature to regulate the granting of eltr. sites died on the adjournment. R. R. Kyd's bill to prevent pooling was one of the bills that failed to pass.

Omaha, Neb.—The railroads have established a transit inspection bureau at 628 Bee bldg, in charge of S. L. Fisher, whose stamp on bills of lading will be necessary after Apr. 10 for shippers to get the benefit of proportional rates.

Omaha, Neb.—The Alfalfa Meal Co. has completed its new mill, which was placed in operation Apr. 5. The company's business is that of reducing alfalfa to a meal and mixing it with other ingredients as a feed for stock and poultry, which is sold thru dealers.

Liberty, Neb.—J. A. Harvey, who has for several years managed the eltr. for the Central Granaries Co. at Strang, resigned and accepted the management of the eltr. for the Ewart-Wilkinson Grain Co., making the change Mar. 1. He succeeds J. T. Merchant, who takes charge of the eltr. for the Jones Grain Co.

Nebraska City, Neb.—The eltr. of the Bartling Grain Co. had a close call Mar. 23 from being burned. It was discovered on fire in the afternoon by the employes of the cereal mills and it was only by hard work on their part that it was put out before causing a heavy loss. The fire is supposed to have caught from sparks from a passing B. & M. freight train as fire had been discovered in the grass near the eltr. shortly after the train passed.

### NEBRASKA LETTER.

Ashton, Neb.—A. N. Conklin has changed his headquarters from Ashton to St. Paul, Nebr.

Crete, Neb.—The Hopkins-Goddell Grain Co. recently organized, will operate the stations of Crete, Douglas and Kramer on the Mo. Pac., and Wilber on the Burlington.

Litchfield, Neb.—D. W. Titus has purchased the interest of Mr. Terhune in the firm of Titus & Terhune, and in the future the eltr. will be operated under the name of D. W. Titus.

Notice has been sent out by the Nebraska Grain Dealers Assn., announcing that they would hold their annual meeting in Omaha this year on Thursday, Apr. 27, at the Millard hotel. A large attendance is looked for.

Movement is light since the restoration of freight rates. There was a scramble for cars the last few days of March in order to get all stuff out on the old rates. Practically all contracts made prior to April 1st were filled, and since then nothing much has been moved.

Stella, Neb.—J. D. Curtis, recently of the firm of Curtis, Jameson & Son, of Stella, and who bought out the S. P. Hinds Co. here, has joined the Nebraska Grain Dealers Assn. Since Mr. Curtis has left the old firm, they have again changed from Curtis, Jameson & Son to J. W. Jameson & Son.

The twenty-ninth session of the Nebraska legislature adjourned sine die Thursday, March 30. Several bills were introduced during the session which were aimed at the grain interests of the state, but only one of these passed both houses and was signed by the Governor. This was the bill known as the Harsh Elevator bill, S. F. No. 166. The bill suc-

ceeded in passing both houses only the last day of the session, it having been delayed on account of the house amending it and the senate refusing to concur in the amendments, and thus necessitating a Conference Committee being appointed; but it was finally passed. This bill is practically a reenactment of the Ramsey Law, which was passed at the session of the legislature 2 years ago.—E. C.

## NEW ENGLAND.

Boston, Mass.—The Hoyt Eltr. Co. incorporated, \$30,000 capital stock. Incorporators, Albert H. Hoyt, Ned F. Hoyt and Harry E. Hoyt.

Lexington, Mass.—The Lexington Grain Co. incorporated, \$10,000 capital stock. Incorporators, Chas. F. Spaulding, John L. Spaulding and Geo. W. Spaulding, Jr.

## NEW YORK.

New York, N. Y.—R. Muller withdrew from the firm of Power, Son & Co. Apr. 1, and retired from active business.

New York, N. Y.—Pringle, Fitch & Rankin, of Chicago, will open a New York office soon in the new Trinity building.

Jamestown, N. Y.—The brick foundation to the warehouse of the Trantum Grain & Feed Co. gave way under 1,900 tons of bran and the house collapsed, causing a loss of over \$1,000.

New York, N. Y.—The Produce Exchange agreement to govern the storage and handling of grain at New York has been signed by the New York Central, Erie, Pennsylvania, Lackawanna, Lehigh Valley, Ontario & Western and B. & O.

Oneida, N. Y.—John R. Moore, who has been mgr. of the plant of the Oneida Mill & Grain Co. for some time, contemplates selling his stock in the company and leasing the Merrill Flouring Mill at Munsville intending to remove to that town and operate the plant.

Buffalo, N. Y.—Rubins Bros., of New York City, have opened a branch office of which O. A. Bruso, who has been connected with the Whitney-Eckstein Seed Co. for a number of years, has been appointed mgr. Rubins Bros. are interested in the grain business at St. Louis, Chicago and Minneapolis.

New York, N. Y.—George H. Bogert and Albert V. Schoonmaker, who have been operating a get-rich-quick discretionary pool it is alleged under the name of A. Van Tassel & Co., were arrested Apr. 6 upon affidavit of Parker Norton, a lawyer, who accuses them of swindling his clients. About \$40,000 is involved.

## BUFFALO LETTER.

The eltr. pool of last season is said to be practically readopted, accordingly the work will go on just as before. The officers have not been elected, but it is not likely that Pres. George F. Sowerby will be displaced, as he has been in the position a long time.

The price of Duluth No. 1 northern wheat is now 7½ cents in store here over the same to arrive with the first fleet. It is this that is holding up business to a great extent, both with grain dealers and in the mills, as flour buyers are holding off along with the rest of the trade.

The Grain Dealers' Asso'n. on 'Change held its annual meeting on Apr. 3 and

elected S. M. Ratcliffe pres.; T. J. Stofer, vice-pres.; R. W. Chapin, treas.; and F. Howard Mason, secy. The Asso'n is in a flourishing condition and ready to do emergency or routine work as it has always been.

One of the city Sunday papers published this week a few pictures of scenes on 'Change and had something to say of the "grain pit," though it would be hard to find that particular feature of the Buffalo grain trade. Our people buy and sell grain, but they cannot be induced to go much into futures.

The unloading of the last grain cargoes has been slow, largely on account of the ice, which held the big boats to the last and kept the owners out of wheat wanted for milling. It is expected that all winter cargoes will be out soon, but there is no hardship to vessel owners this season if it takes a few days longer.

The matter of the fallen Ontario Eltr. is still pending, nothing having been done except to divide up the receipts for the grain saved. Proprietor Wheeler is very busy looking after the affairs of the German Bank, of which he is receiver, but it is not supposed that he intends to give up the effort to collect the insurance on the eltr. for all that.

Grain receipts by rail are falling off considerably and the inspectors are taking a long breath, for the amount all winter has been well up to record and the snow has been a match for it. The amount to come in by lake is not known yet, but there will be some for a starter, though it remains to be seen whether the corn will answer to go by lake.

The Chief Grain Inspectors' National Asso'n will meet at Niagara Falls in June with the Grain Asso'n as usual, but Sec'y Shanahan says nothing has really been done yet. He will send out the notices in a few days. Buffalo does not quite understand why its repeated efforts to bring the Grain Asso'n here failed, but it is all right. Buffalo is only about 20 miles from Niagara Falls.

The uneasiness over the corn coming this way was much increased during the late hot spell, as it showed, what was feared for sometime, that winter-shelled corn is not going to stand warm weather as it should. Shippers should be very careful or they are going to have a heavy loss to face as soon as the warm season is well on. The shipper who managed to market his corn in cold weather appears to have been lucky.

The canal boatmen are feeling pretty confident, even if there is not much wheat to go and the corn may turn out to be too wet, for the fleet is small and there will be something for it to do. No regular grain rate has been made yet, though it is expected that wheat will pay about 3½c and oats 2¾c or so, which is a fair paying figure. Some more boats will be built again this season and old boatmen say that they are good property.

There is all of the former complaints of poor business on 'Change, especially in wheat, and the dealers are very glad to learn that the prospect of a good winter wheat crop is general, so that the speculative character of the market can be staved off. It is felt that after May there will be a chance for a new deal, for the effort to shift the accounting time to July is not going to be done if the non-speculative part of the trade can prevent it—J. C.

## NORTH DAKOTA.

Norway Spur, Oakes P. O., N. D.—The Atlantic Eltr. Co. will install a gasoline engine.

Dickinson, N. D.—The eltr. of the Lyon Eltr. Co. was damaged by fire and water recently. Loss, \$3,000.

Flora, N. D.—Chas. Halverson, formerly agt. for the Powers Eltr. Co. at Eldridge, has been transferred to this point.

Devil's Lake, N. D.—The farmers are organizing a company to build a mill and eltr. J. F. Ray has been appointed secy.

Brinsmade, N. D.—The Brinsmade Farmers Eltr. Co. has been organized with \$15,000 capital and will build an eltr. this summer.

Eldridge, N. D.—The Powers Eltr. Co. contemplates building a plant. C. A. Bell, formerly at Medina, has succeeded Chas. Halverson as agt. for the company.

Medina, N. D.—Jos. Werre and Fred Opp, of the Medina Milling & Eltr. Co., have each commenced the erection of a residence. As soon as the houses are completed they will remove to Medina.

Wimbledon, N. D.—The Wimbledon Farmers Eltr. Co. incorporated, \$50,000 capital stock. Incorporators, F. H. Etter, Arthur J. Swartout, Jas. Murdock, John Joos, Sr., Peter Arendt, G. O. Darkenwald and M. L. Fecker.

St. Thomas, N. D.—The 50,000-bu. eltr. of the St. Anthony & Dakota Eltr. Co. burned Mar. 31 with 3,000 bus. of grain. Fire was discovered in the house on Mar. 30 and it was that that the flames had been extinguished but early the next morning flames again broke out and the building was totally destroyed. It is understood that the eltr. will be rebuilt.

## OHIO.

Greenville, O.—The Royer Grain Co. has been dissolved by mutual consent.

Toledo, O.—E. L. Metzger, of the Metzger Seed & Oil Co., died recently in Philadelphia.

Amanda, O.—Ruff & Huston have succeeded Reichelderfer Bros. in the grain business.

Cincinnati, O.—J. N. Wooliscroft has discontinued his grain receiving business and will engage in another line of business.

Bloomdale, O.—Roy Rhoad has sold his interest in the firm of Good & Rhoad to L. R. Good, who will conduct the business alone.

Greenville, O.—R. T. Anderson, Rob Brudge, T. G. Brawley and E. E. Calderwood have purchased for \$8,000 the eltr. of Morgan Johnson.

Elida, O.—The safe in the eltr. of S. D. Crites was cracked by burglars recently but they were frightened away before reaching the strong box.

Cincinnati, O.—The Southern Grain Co. contemplates the erection of an eltr. with capacity of about 40,000 bus. J. C. Hellner is local representative.

Cincinnati, O.—Harry B. Hill has sold his interest in the Metzger-Hill Grain Co. and retired Apr. 1. Mr. Hill will continue in the same line of business.

Cincinnati, O.—The 50,000-bu. eltr. for the Union Grain & Hay Co. has been nearly completed. It will also have capacity for 200 cars of hay. The eltr. will

be 120 ft. high and the hay sheds 40 ft. high, the plant to cost about \$110,000. The finishing work will be rushed as the other eltr. is unable to handle the large volume of business.

Mingo, O.—The eltr. owned by Mrs. E. Stephenson, which was empty except for its machinery, burned Mar. 18. The fire was caused by a spark from a passing Erie engine.

Irwin, O.—The eltr. of R. B. Gordin burned Mar. 28 with 3,000 bus. of grain in the eltr., 600 bus. corn in a shed and 2 loaded cars. Loss, \$10,000. Insurance on building, \$5,000; on grain, \$2,000.

Lima, O.—Ohio grain shippers will be interested in the statement of the complaint of the Hall & Woods Co. vs. the L. E. & W. R. R., which is published in "Letters From Dealers" this number.

Toledo, O.—F. V. Perry, formerly in the grain and feed business at Coalport, Pa., expects to build a mill and eltr., and ship grain, bran, corn meal, ground feed and middlings in assorted or straight car lots to the eastern trade.

Columbus, O.—In the report of Attorney L. F. Sater, master commissioner in the liability case of the Franklin Eltr. & Grain Co., he asserts that the debts of the company amount to \$28,411. He states that there are 10 solvent stockholders, representing 50 shares, the amount having been paid on the stock held by these parties being \$4,100. The company was capitalized at \$15,000.

Louisville, O.—A receiver has been appointed for the firm of Gehman, Loutzenheiser & Co. The firm is not insolvent but a disagreement arose concerning the disposition of the property owned by the company. Several weeks ago Mr. Loutzenheiser agreed to buy out the other 2 partners but when the time came for settling refused to pay up or allow the others to buy his interest. It is claimed that the firm has been doing a profitable business.

#### TOLEDO LETTER.

J. F. Zahm & Co. are remodeling their offices and in a very few days will be occupying fine quarters.

Col. S. C. Reynolds is spending a week at Atlantic City, where he went last week to meet his wife, who has been making a trip through the south.

The local Exchange held no session last Tuesday in view of the Exchanges in St. Louis and Chicago being closed on account of elections being held in those cities.

Kent D. Keilholtz is the latest accession to the Exchange membership. Mr. Keilholtz is cashier for E. L. Southworth & Co., and enjoys the distinction of being the youngest member of the local 'change.

Through the efforts of W. H. Haskell, one of the city's well known grain men, Toledo may hold a fall festival. Mr. Haskell was very favorably impressed with the value of such a festival as was held at New Orleans, and thinks Toledo should have one.

The Toledo Salvage Co. has filed suit in common pleas court against 62 fire insurance companies. The suit has grown out of the disastrous fire at Baltimore and has been brought to recover \$13,605.67 alleged to be due on salvage grain. The list includes about all the insurance concerns doing business in the country.—H. D.

### OKLAHOMA

Pawnee, Okla.—Hudson & Badger have succeeded Grant & Hudson.

Alva, Okla.—The Alva Roller Mills will build a 65,000-bu. eltr.

Calumet, Okla.—The local organization of the National Farmers Exchange intends having an eltr. by harvest time.

Redrock, Okla.—The Redrock branch of the National Farmers Exchange intends having an eltr. by harvest time.

Weatherford, Okla.—The Weatherford Milling Co. has been overhauling its eltr. and installing machinery purchased from the Weller Mfg. Co.

Billings, Okla.—O. W. Hutchinson has succeeded Hutchinson & Bird, M. Hutchinson having bot the interest of Henry Bird. The company had eltrs. at Billings, Marshall and Hunter.

Oklahoma City, Okla.—C. D. Smith, formerly pres. of the Smith Grain Co. but now located at Kansas City, has returned and given himself up to the sheriff under indictment for embezzlement. He was released on bond.

Okeene, Okla.—The statement in this column in the last issue of the Journal that the wheat acreage was from 20 to 25 per cent larger than last year, was incorrect and should have read 20 to 25 per cent less.

El Reno, Okla.—The Home Grain Co., of Kansas City, denies that there is any truth in the newspaper report that it contemplates building a large eltr. It has a small cleaning house here and it is expected that this will handle the business of the company for some time to come.

Guthrie, Okla.—After signing the demurrage bill Governor Ferguson said "While looking over this bill, I recalled a scene in Woods county two years ago, where the wheat at various stations was piled up high on the ground because there were not cars to move it. It was open to the elements, rot and decay. The small shipper in the towns could not afford the loss, neither would the railroads furnish the cars. I believe under the Noffsinger bill such scenes as this will not be a thing of the future."

Oklahoma City, Okla.—The Oklahoma City Mill & Eltr. Co. has let the contract for the erection of a 125,000-bu. eltr., a 2-story mill, 48x100 ft. and a 2-story warehouse, 100x100 ft. The company also contemplates the erection in the near future of 2 large steel storage eltrs. The plant will be built of brick and will have capacity for 1,000 barrels of flour, 300 barrels of corn meal and 15 car loads of corn chops. The plant will have half a mile of side track leading to the main tracks of both the Frisco and the Rock Island Rys. The company has increased its capital stock to \$200,000, all paid up. The officers of the company are: Whit M. Grant, pres.; L. F. Kramer, treas.; Major Moberly, secy.; Buran House, general mgr.

### OREGON.

Kings Valley, Ore.—J. P. Logan will build a 15,000-bu. eltr. in connection with his mill, with a view to shipping to the coast this year.

Milton, Ore.—The Farmers Warehouse Co. has been organized by H. L. Frazier, C. E. Demaris and H. M. Cockburn. A grain storage warehouse will be built.

### PENNSYLVANIA.

Coalport, Pa.—Geo. D. Benn has purchased the plant of F. V. Perry and has succeeded him in the grain, feed and milling business.

Sabinsville, Pa.—C. S. Chamberlain contemplates discontinuing business. It is that that the business will be managed by G. H. Stebbins, agt.

Philadelphia, Pa.—Wm. Howell, Jr., the grain broker who has for years acted for Hancock & Co. and other grain export firms, has gone with L. G. Graff & Sons.

Pittsburgh, Pa.—C. A. Foster has removed from the McCance block to the Grain Exchange bldg, with offices in the second floor, rooms 206 and 208.

Miners Mills, Pa.—The eltr. and mill of the Miner-Hillard Milling Co., built to replace the plant burned Apr. 13, 1904, have been completed. The eltr. and storage tanks have a capacity of 90,000 bus.

Philadelphia, Pa.—The firm of C. W. Wager & Co. has been dissolved, the business being continued by Clarence W. Wager under the old style. Frank K. Miller has accepted a position as treas. for the Millbourne Mills Co.

Philadelphia, Pa.—Geo. G. Omerly, of Hancock & Co. says his firm has engaged 1,000,000 bus. of corn for export under the cut rate. "At the new rate nothing can be done until lake navigation opens, and then Philadelphia will be at a serious disadvantage unless the Interstate Commerce Commission shall by that time give a decision restoring her differential."

Pittsburg, Pa.—D. G. Stewart and J. A. A. Geidel have formed a partnership under the name of D. G. Stewart & Geidel, to succeed D. G. Stewart as the operator of the Iron City Eltr., and Geidel & Co., in the grain and hay business. The new firm has offices at 1019 Liberty st. All contracts made prior to Apr. 1 will be terminated by the party making the contract.

Pittsburg, Pa.—W. C. Maxwell, of the former grain, hay and feed firm of W. C. Maxwell & Co., was arrested and committed to jail Mar. 29 on a charge of not making proper entries in the books of the company. The charge is brot by Jas. Hemphill, of the McIntosh-Hemphill Co., who stated that he did not know just how accounts stood but that they had failed to get an accounting from Mr. Maxwell.

Philadelphia, Pa.—The removal of the Commercial Exchange from the Bourse bldg. to a home of its own, which has been considered by a committee for a year past, is again being strongly urged. The exposure recently of a number of get-rich-quick concerns which had offices in the Bourse bldg. has made it more undesirable than ever for the Exchange to have any connection with the Bourse. Frequenters of the Bourse with bucket-shop affiliations have been copying the quotations of the Exchange. The Commercial Exchange has a field of activity distinct from that of the Bourse; and their association in the same building is of no especial advantage to either.

#### PITTSBURGH LETTER.

The Pittsburgh Grain & Flour Exchange will remove to its new quarters in the Grain Exchange building as soon as the elevator service has been arranged.

Distillers being near the end of their run the rye market is dull, and sales are difficult to make. Prices, while nominally close to the level held for several

weeks, are no more than steady, the principal trouble being to find buyers.

Millfeed receipts are plentiful for the demand. Quotations are no more than holding their own, and purchasers are hard to find. Shipments, if moderate, will probably bring listed quotations for the next week, although the situation has been dull for so long there is no certainty as to the future of the market.

After a short period of better feeling in the oat situation, which lasted for two or three weeks of March, there has been a return to inactivity and dullness, causing prices to again take the downward way. Stocks are accumulating, so that there is necessity for caution in making shipments, that too many oats do not arrive.

R. S. McCague & Co. have taken up quarters in the same Grain Exchange building, and Geidel & Dickson are moving to the same place. Keil & Thorne and H. G. Morgan & Co. will be the next occupants of the Exchange building, and others are expected to follow soon. The entire second floor of the building will be occupied by hay and grain dealers.

Within the last few days receipts of oat and wheat straw have been heavy, and prices have declined. Shippers are cautioned to be conservative in sending forward stock at present, as the situation will not stand any great burden of arrivals. Rye straw is about in sufficient supply to take care of demand, which is not large, and prices for this article are not so high as they were a couple of weeks ago.

Buying of shelled corn is sluggish, the demand from interior points being light. Receipts have been more than sufficient for the demand. Light receipts make ear corn much stronger than shelled, and bad country roads are making demand heavier from the interior, where local deliveries are hard to make. It is an opportune time at present to ship good ear corn, and satisfactory results will be obtained from arrivals which come soon. Desirable yellow ear corn is bringing figures from three to five cents above price of shelled.

A scarcity of No. 1 timothy hay makes it imperative that shipments be hurried. The same condition of activity in demand does not exist for other grades of timothy, nor for clover or clover mixed. It is not desirable that any attempt be made to increase shipments of these kinds at present, as the market cannot take care of more than what has been the average of shipments recently. The coming of the spring season makes consumers especially choice in selection of hay for feeding, and lower grades are neglected by purchasers. A week ago prices for low grade hay suffered a decline, and there has been no recovery. Timothy of the best quality was also somewhat weak at that time, but the scarcity has righted the situation, although not to the extent of bringing quotations up beyond the level ruling before the decline occurred. Prairie hay continues dull, and buyers are not purchasing with any liberality.—C. H.

## SOUTH DAKOTA.

Canova, S. D.—The farmers contemplate building an eltr.

Flandreau, S. D.—Chas. Gray and John Farir will build an eltr.

Salem, S. D.—The farmers are planning the erection of an eltr.

Cavour, S. D.—Gartland & Wilson, of Esmond, contemplate the erection of an eltr.

Ramona, S. D.—Jones & Metcalf, of Madison, will build an eltr.

Frankfort, S. D.—Lehman & Raabe, of New Ulm, Minn., will build an eltr.

Parker, S. D.—C. W. Thompson has let the contract for an addition to his eltr.

Southshore, S. D.—Mr. Dorsey, of Portal, has succeeded M. Savage as agt. for the Northwestern Eltr. Co.

Crooks, S. D.—The farmers and local business men are organizing a stock company to build and operate an eltr.

Howard, S. D.—The Farmers Eltr. Co. will build an addition to its eltr., the present house being too small to accommodate the business.

Stockholm, S. D.—The farmers intend building an eltr. Albin Linqvist, M. J. Filbert, O. B. Fornell, and others, have been appointed as a committee to solicit stock.

Booge, S. D.—A Farmers Eltr. Co. is being organized and a committee has been appointed to ascertain the price of the eltrs. at this station with a view to buying one of them instead of building.

Castlewood, S. D.—About 5,000 bus. of pure seed wheat has been supplied to farmers by the merchants of Castlewood, who appointed an executive committee to have charge of the distribution and employed an expert seedsmen to test the seed.

Mitchell, S. D.—The Truax & Betts Eltr. Co. will be dissolved May 1. The dissolution is by mutual agreement and each partner is to control an equal number of the 24 eltrs., which include 19 in So. Dakota, 4 in Iowa and 1 in Minnesota. A. A. Truax takes all the eltrs. on the line of the C. S. P. M. & O. Ry. and A. H. Betts those on the C. M. & S. P. Ry. Mr. Truax will retain the present offices of the company. This company started in business at Mitchell about 6 years ago.

## SOUTHEAST.

Lynchburg, Va.—The Piedmont Mills Co. is improving its mills and eltr. Machinery purchased from the Weller Mfg. Co. will be installed.

Chilhowie, Va.—Jas. L. Vance & Co. incorporated, \$100,000 capital stock, to deal in grain, seeds, hay, machinery, etc. and will install a fertilizer mixing plant. The officers are, J. L. Vance, pres.; T. B. Wolf, secy.; Q. A. Eller, treas. and mgr.

## TENNESSEE.

Nashville, Tenn.—Williams & Worsham have succeeded Williams & Anderson.

Sharon, Tenn.—J. W. Etheridge has purchased for \$7,500 the Sharon Roller Mills from J. H. Banks.

Nashville, Tenn.—Suit has been brot against the Tri-State Milling Co. by Tom House to recover \$5,000 damages. While at work in the milling plant the plaintiff got his hand caught in the machinery and was badly mangled.

Nashville, Tenn.—The Liberty Mills Co. has decided to replace its burned eltr. by a structure built of cribbing, instead of concrete, as was first tho't.

Nashville, Tenn.—Mr. Newton has introduced a bill in the house to prohibit bucket-shops. The legislature has increased the tax on grain brokerage houses from \$400 to \$1,000 a year.

Nashville, Tenn.—The receiving warehouse of the Ryman Eltr. Co. burned Mar. 30 with a large quantity of hay.

The eltr., which contained thousands of bus. of grain was untouched by the flames. Loss, over \$10,000.

Harriman, Tenn.—The Emory River Milling Co. made a voluntary assignment Mar. 30 and A. T. Daniels and W. J. Griffith, stockholders of the company were appointed receivers. No schedule of liabilities has been given out but it is tho't that the company will come thru all right and reorganize on a firmer basis.

Nashville, Tenn.—The eltr. to be erected by J. B. McLemore is to be of corrugated iron construction and will cost about \$50,000. It will be located on the line of the Nashville Terminal Co. in West Nashville. Mr. McLemore was formerly connected with the Capitol Grain Co. He will have associated with him capital from Columbia, from which city he came to Nashville about a year ago.

Memphis, Tenn.—The Sledge-Wellis Co. filed a deed of partial assignment to the Memphis Trust Co. Mar. 3, the deed giving the assignee power to dispose of all stock in its store and the several warehouses of the company and everything used in connection with the business, and naming the employees of the firm as the preferred creditors. On Mar. 25, 4 creditors of the company filed a petition in the Federal court asking that the company be placed in involuntary bankruptcy, alleging that the company committed an act of bankruptcy in making the assignment. The Memphis Trust Co. was on Mar. 27 appointed receiver of the company by Judge McCall. The assets are estimated at \$47,000, with liabilities placed at \$54,000, of which \$12,432 is said to be secured creditors.

## TEXAS.

San Angelo, Tex.—Baul & Barber are new in the grain business.

Hico, Tex.—J. F. Weiser & Co. are installing machinery purchased from the Weller Mfg. Co.

Levita, Tex.—Mayhew & Co. will build a 50-barrel mill and eltrs. This town is not on a railroad.

Waco, Tex.—The Waco Mill & Eltr. Co. incorporated, \$100,000 capital stock, to build and operate a grain eltr. and mill. Incorporators, Frank Kell, T. P. Duncan, of Wichita Falls; M. Lasker, of Galveston; Eugene Early, Wm. H. Early and W. Seley, of Waco.

Galveston, Tex.—Grain exports for Mar. were 1,134,341 bus. of corn, with no wheat; compared with 220,100 bus. of wheat and 1,098,410 bus. of corn for Mar., 1904. Exports for the 7 months prior to Apr. 1 were 32,000 bus. of wheat and 4,766,290 bus. of corn; compared with 10,622,651 bus. of wheat and 3,011,518 bus. of corn for the corresponding months of the preceding crop year, as reported by C. McD. Robinson, chief inspector of the Galveston Board of Trade.

## TEXAS LETTER.

Ft. Worth, Tex.—The Walker Grain Co. has recently commenced business here.

Belton, Tex.—L. F. Grimes & Son, who have a number of interests in this city, have combined their milling and grain business under the above firm name.

Ft. Worth, Tex.—The Executive Committee of the Texas Grain Dealers Ass'n held a meeting for the purpose of discussing the situation in regard to oats and the restrictions and quarantine now against the Texas grain in the southeast-

ern states on account of the boll weevil. It is the consensus of opinion among the dealers that this quarantine against Texas oats is unjust and that there is little or no danger of infection of the cotton boll weevil coming from oats. The Executive Committee wrote a number of letters to the authorities in the southeastern states in regard to the matter, and if they find it necessary will send a committee to visit the legislature of Georgia and other states to get the quarantine raised. Texas oats have always commanded a high price in those markets, and the fact that some of the states have quarantined against the oats is hurting the trade of the state.—J. S. W.

## WASHINGTON.

Bellingham, Wash.—The Horne & Allen Co., of Oshkosh, Wis., contemplate building a flour mill.

Garfield, Wash.—Farmers are now cleaning their wheat for spring seeding, a thing very few have done in past years, and there is a great rejoicing on the part of the grain men here over the advent of 2 car loads of hand fanning mills so far this year.—T. A. Beneteau.

Creston, Wash.—Altho the details of the adjustment of the affairs of the Creston Roller Mills have not yet been completed, it said the old company is to be dissolved, and in the reorganization the Washington Grain & Milling Co. is to be the principal owner.—M. C. E.

Walla Walla, Wash.—H. B. Kershaw, late mgr. of the local office of the defunct Coe Commission Co. bucket-shop, has been arrested at Pendleton charged with larceny as bailee, on the allegation that the Kershaw Grain Co. appropriated 703 sacks of wheat which had been stored at its warehouse at Hillsdale, several years ago.

Tacoma, Wash.—The Sperry Flour Co., of San Francisco, and the Tacoma Warehouse & Eltr. Co., have consolidated as the Tacoma Warehouse & Sperry Mills, with \$350,000 capital. The mills of the new company will manufacture flour for both domestic and foreign trade, the foreign trade to be handled thru the agts. of the flour company in China, Japan, Russia, Philippine Islands, South America and South Africa. A general grain and storage business will also be transacted by the company, the eltrs. at Tacoma alone having capacity for 140,000 tons of wheat, while a complete line of eltrs. are operated in the interior of the country.

## WISCONSIN.

Frederick, Wis.—Grinch Bros., millers, will handle grain.

Superior, Wis.—The project to build 2 eltrs. at Superior is nothing but a rumor.

Superior, Wis.—The operating headquarters of the Omaha road have been changed from Superior to Eau Claire.

Madison, Wis.—A committee of the Wisconsin house has favorably reported on bill No. 128, making corn shredders safer.

Madison, Wis.—A committee of the legislature has approved the railroad taxation bill providing that railroad eltrs. shall be subject to taxation like the property of individuals.

Milwaukee, Wis.—We are informed that our car service bill will receive a unanimous favorable report out of the committee room and are assured that it will pass

the Assembly without much objection.—M. H. Potter, Sec'y., Wisconsin Grain Dealers Assn.

Plymouth, Wis.—The Konrad Schreier Brewing Co., of Sheboygan, will build a 25,000-bu. eltr. and cold storage building, which are to be completed in time for the fall trade in barley.

The Burlington road ran a farm crops special train over its La Crosse division, Apr. 7 and 8, with Professor W. A. Henry in charge, assisted by Professors Moore, Humphrey and Farrington.

Milwaukee, Wis.—The Berger-Crittenden Co. has taken the office recently vacated by the C. A. Krause Grain Co. Max Hottelet & Co. have removed from their offices from Wisconsin street to the Chamber of Commerce.

La Crosse, Wis.—The S. Y. Hyde Eltr. Co., for many years one of the most important line companies in the northwest, writes that it is selling out. Groups of houses have been sold to Larkin & Thompson and Stoddard & Ketcham, of Madison, S. D.

Milwaukee, Wis.—Bartlett, Frazier & Carrington have brot suit against the U. S. Fidelity & Guarantee Co., who were on the bonds of Bauman and Emory, thru whom the company suffered loss. The American Surety Co., also on the bond, has paid its share of the loss.

Cameron, Wis.—The Farmers Store & Grain Co. incorporated, \$20,000 capital stock, to operate a store and do a grain business. Incorporators, Grant A. Young, of Chippewa Falls; Guy A. Young, Eagle Point; C. E. Bartlett, shipper of grain and hay at Cameron. A warehouse, 28x18 ft., has been built.

Milwaukee, Wis.—The Chamber of Commerce nominated the following board of arbitration: A. K. Taylor, J. J. Crandall, Walter Stern, F. W. Teegarden, George J. Zimmerman; and the following committee on appeals: F. H. Madgeburg, G. A. Adlam, J. L. Kellogg, John Buerger, C. W. L. Kassuba.

Madison, Wis.—The railroad rate bill known as the Hatten bill, embodying the views of Governor LaFollette, was made a special order in the house for Apr. 11 by a vote of 48 to 38, indicating that it at least will pass the house. The fight will come in the senate committee on railroads. The bill authorizes the state railroad commission to set aside a rate that is unfair upon its own motion.

Under the Wisconsin grain inspection bill which recently became a law, the three members of the railroad and warehouse commission will each year establish grain grades for the city of Superior, and appoint inspectors and weighmen. Any person inspecting or weighing grain in Superior without the sanction of the commission will be fined \$100. Public warehousemen are required to give \$10,000 bonds and to post weekly the amount of grain in store.

Superior, Wis.—The Minkota flour mill property has been sold by the Standard Milling Co. to a Minnesota company, represented by H. W. Stone, of Benson, Minn. It is said that the plant will be operated as a wheat mixing plant and that eltrs. will be built. The present eltr. capacity is 125,000 bus. and the mill has capacity for 900 barrels of flour. Several other deals have been on recently for the purchase of this property but fell thru because of the restrictions of the Standard Milling Co. as to the uses to which the mill could be put.

## MILWAUKEE LETTER.

Hon. E. C. Wall, who severed his connection with Jackson Bros. & Co., at the time he left for a stay in Europe, has again become a member of that firm.

The car shortage, which was quite stringent for a time, is now a thing of the past, and freight has been moving freely during the past few weeks, except for snow blockades of short duration.

Local shippers are gratified at the resumption of the Hoosac Tunnel Line service, which has been arranged in connection with the Pere Marquette and West Shore roads. This gives another direct route to Eastern points of distribution and export.

Much satisfaction is felt on 'Change over the election of B. G. Ellsworth as pres. of the Ch. of Com. He has always been very popular among the "boys" and was prevailed upon to reconsider his determination not to run. Other officers chosen are: 1st V. P., Geo. H. D. Johnson; 2nd V. P., W. E. Waugh; Sec'y and Treas., W. J. Langson.

Frank Barry, who is now "Gen." according to the local papers, is understood to have conducted some investigations here for the Interstate Commerce Commission, as a result of which one or two cases may be brought before it, at sessions held in this city. Mr. Barry recently left for Denver but will return shortly to resume his work with E. P. Bacon.

Lyman Everingham, whose failure on the Chicago board was recently announced, is a cousin and former partner of E. P. Bacon, who is said to have backed him financially to a large extent. It is stated at the office of E. P. Bacon & Co., however, that they are not involved in the failure, although L. Everingham & Co. handled their Chicago business.

Grain Inspector F. D. Hinkley and Chief Weigher F. F. Clapp, whose peace of mind has annually been disturbed by the efforts of other aspirants for their positions, were returned this year without any opposition. Each has served the Exchange long and well, and if there are any complaints regarding the service of either Department, the fault may be imputed to the system in vogue, which undoubtedly has its defects.

As is coming to be the usual thing, creditors of the "late" Mack Commission Co. will receive only a small portion of the assets, the rest being absorbed in the receiver's and attorney's fees. It took half a dozen or more of the latter fraternity to hold up the legal end of this case. The manager of the concern, H. B. Drayton, is said to have got away with \$200,000, leaving property to the amount of \$4,080 to be divided among the wolves and the lambs.

Reports have been spread broadcast thru the public press that under the authority of the Superior inspection law, which has just been signed by the governor, the commission appointed thereby "may provide state grain inspection and weighing at other points, upon application, if it deems it expedient;" but the effect of the bill is not so understood here. Certainly any attempt to foist this system upon the Milwaukee market will be vigorously contested.

By the time another crop year opens the R. R. terminals here will be in much better shape than heretofore, as the work of improvement, which led to such good

results this season, will be carried steadily forward. Much that might be done, however, towards widening the yards at the expense of what is now waste land and marsh is said to be prevented by the selfish attitude of certain large property owners whose lots abut on the tracks. There appear to be many lineal descendants of the dog in the manger.

There is a better demand for sample wheat, at present, than for some time past, and other grains show evidence of the usual spring activity, but trade is not likely to be very lively until after seeding. Dealers will do well to proceed cautiously with shipments and send in frequent samples for quotation, as the buying is of a varying and uncertain character. Rye continues to be the steadiest commodity on the list, as a result of the three-cornered demand—from millers, distillers and Eastern shippers—who are in active competition. It should be remembered by Western shippers that the better quality of rye inspecting No. 2 at Chicago will grade No. 1 here.

In a pamphlet which has been issued anonymously but is understood to emanate from one of the offices in the Chamber of Commerce, the following citations of court decisions are made which bear directly upon the rate situation from which this market suffers: "It is neither sound in principle nor equitable in practice for railway lines to create artificial differences in market conditions by an arbitrary differential in rates, etc."; "A city is entitled to benefits arising from its location, and the fact that it enjoys exceptional advantages in one respect (for example, as a lake port) is no reason why it should be subjected to discrimination in other respects;" "A carrier cannot lawfully establish and maintain an adjustment of rates which in practice prevents shippers on its line from availing themselves of a principal market etc." The fact is, Milwaukee has never been given the advantage of its geographical location with reference to the grain fields of the Northwest, and discrimination is slowly but surely killing its trade. This is a matter of no little importance to country shippers, whose interests suffer in direct ratio to the degree in which market facilities are cut off from them.—I.

## Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to Apr. 10 have been 181,259,000 bus.; compared with 201,104,000 bus. for the corresponding period of the preceding year.

Corn receipts for the present crop year prior to Apr. 10 have been 144,795,000 bus.; compared with 128,690,000 bus. for the corresponding period a year ago.

Spain is importing large quantities of wheat to make up for the short crop. Imports during 1904 were 8,163,000 bus., against 3,336,000 bus. in 1903. The imports the past year from Russia alone, 5,455,000 bus., are nearly equal to the combined imports from all countries during both the years 1902 and '03. The most recent arrivals are from India; and U. S. Consul Ridgely reports that the docks at Barcelona contain 100,000 tons of wheat. The harvest of 1905 is expected to be poor, owing to the lack of rain.

## Cobs

Corn Products Co. reduced its dividend on preferred stock Mar. 21, from 7 to 4 per cent.

The Federal Government awarded the contract Mar. 14 for an irrigation dam costing \$1,100,000 known as the Roosevelt dam in the Salt River valley of Arizona.

Good milling wheat is becoming scarcer every day; and New York, while having a supply of May wheat, is yet deficient in the actual cereal of a character to suit millers. Consequently, as in the fall, her mills have turned to Baltimore to secure the required wheat, and paid a premium over May for the 70,000 bushels of excellent wheat shipped per schooner Mary V. Neville. It can be safely said that it would have been impossible to have secured any such quantity of desirable wheat at any such price anywhere on the Atlantic seaboard, outside of Baltimore.—Baltimore Produce Report.

India's big spurt in wheat exports during the past winter probably is over. Crop prospects took a turn for the worse during March. During 11 months of the past season India shipped 79,000,000 bus.; against 45,000,000 in 1903-4 and 17,000,000 bus. in 1902-3. For the past few weeks shipments have been less than for the corresponding weeks a year ago. Not in the memory of living man has such extreme cold been experienced in the Punjab at the beginning of March. The crop damage covers a wide area and has been followed by a universal advance in prices.

Advice not to trade in May wheat because the risk is too great, falls unheeded on the ears of the thoro speculator. The greater the hazard, the bigger the profit. May wheat fluctuates the same as July, only on a wider scale, and heavier margins are required. May is the safest sale on bulges. When May wheat sold at 121 some time ago customers were urgently advised by commission houses to "get off the short side of May wheat." The market for that option dropped to 109; and faint-hearted shorts thus were euchered out of 12 cents per bu. profit. Not until near the end of the deal can May wheat go to a premium over July of more than 25 cents without advancing the price of billions of bushels of wheat in foreign countries, kept out by the 25-cent per bu. tariff. The probabilities are that speculators who want "action," both on the bull and bear side, will get it in the May wheat.

A new crop of oats will be seeded during the next few weeks, and my advices are that the acreage will be increased considerably. There are plenty of oats in the country and only four months to the next crop. During the last five years corn has, on several occasions, sold at double the price of oats, and oats have also sold at almost the price of corn at the same time. I mention this merely to show you that there is no logic in the argument the two grains should go together. Of course, further advance in corn may prevent a decline in oats, but outside of that there is nothing on which to bull oats. Furthermore, the immense scattered holdings of May oats here, accumulated during the last eight months and bought at higher prices, will have to be liquidated during the next six weeks, which is not favorable for higher prices.—Edw. G. Heeman.

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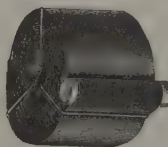
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Explosive Engine. No. 785,229. Wm. C. Risbridger and Milton W. Risbridger, Cleveland, O.

Internal Combustion Engine. No. 785,687. Nelson L. Tuck and Wm. W. Tuck, Brooklyn, N. Y.

Vaporizer and Igniter for Oil Engines. No. 785,388. Nelson L. Tuck and Wm. W. Tuck, Brooklyn, N. Y.

Sparkign Igniter for Explosive Engines. No. 785,809. Louis D. Kinzig and Geo. C. Riber, Dayton, O.

Internal Combustion Engine. No. 785,684. Edwin A. Rutenber, Logansport, Ind., assignor to the Western Motor Co., Logansport.

Speed Regulator for Explosive Engines. No. 785,428. Augustin M. Milson, Paris, France, assignor to Maurice Raoul-Duval, Paris.

Valve Mechanism for Explosive Engines. No. 785,108. James Kerns, Defiance, O., assignor to Model Gas Engine Co., Auburn, Ind.

Carburetor for Hydrocarbon Engines. No. 785,622. Amelie A. Longuemare,

hot air from the inner chamber passes thru the stream back and forth.

Grain Car Door. No. 786,314. (See cut.) Cordilleras L. Robbins, Pekin, Ill. A beveled strip is arranged to fit in the crack between the door and the casing when the door is open. The strip is vertical and has a limited horizontal movement.

Storehouse for Grain. No. 785,521. (See cut.) Robert C. Roach, Hutchinson, Kan. The grain storage tank is circular and of large diameter. In the center is a second steel tank, the annular space thus formed being divided by radial partitions into numerous bins.

Grain Drier. No. 785,771. (See cut.) Chas. W. F. Steinmann, San Francisco, Cal. From the firebox a conduit leads upward to the receiving header connected by a series of inclined pipes with a plurality of equalizing headers, the temperature of each pipe being regulated independently by dampers.

Automatic Weigher. No. 786,785. (See cut.) Chester Bradford, Indianapolis, Ind. The weighing apparatus is shown hung from the head of a pneumatic elevator. The cylindrical weigher drum is mounted on a centrally arranged pivot shaft. While filling, the drum is held to position by latches having contact surfaces faced with a yielding material.

Valve. No. 785,137. (See cut.) James G. Westbrook, Ogdensburg, N. Y. This

pickers this machine has a screen under the hopper to feed the beans to the belt. The screen carrying shoe is pivoted at its outer end and has its inner end resting upon suitable supports. The shoe carries an extension or agitator extending upward thru the bottom of the hopper. Connected with the driving shaft is a pair of disks having lugs that give each side of the screen alternately a violent blow to cause the beans to travel in a zigzag path.

Dust Collector. No. 785,525. (See cut.) Geo. W. Simpson, Richmond, near Melbourne, and Wm. J. Burton, Richmond, Victoria, Australia. The casing of the dust collector has a V-shaped partition provided with openings closed by flap valves and forming a pump chamber, a horizontally extending partition in the casing forming a dust expansion chamber, the dust settling chamber being on the other side of the V-shaped partition. The outlet of the settling chamber communicates with a cylinder, in the upper portion of which is a spraying device.

## Screenings

There was a man in our town  
Who had a pile of dough.  
He put it into get rich quicks;  
You should have seen it go!  
—Superior Telegram.

When a man is in the right he can afford to remain silent; the other fellow will demonstrate it all right if given plenty of rope.—*Goodall's Farmer*.

"I want some man to figure out how much electricity I will need to run my elevator. Whom would you recommend?" "A lightning calculator, of course."

New York's \$9,000,000 dam has been completed and it is estimated that it will take two years to fill it with water. Have they thought of turning in Wall street?—*Minneapolis Journal*.

One of the humorous things about law is the search instituted for the assets of a busted bucket shop. It didn't run to assets and hadn't for some time before the bust.—*Minneapolis Journal*.

"You probably don't remember me," began the self-made man, proudly, "but twenty years ago, when I was a poor, humble boy, you gave me a message to carry—" "Yes, yes," cried the busy man. "Where's the answer?"—*Winnipeg Telegram*.

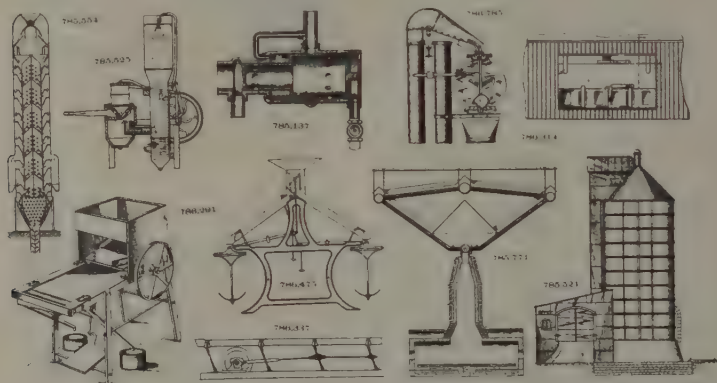
"What do you think ought to be done about the freight rates?" "This," answered the statesman, "is not the stage of proceedings at which I do my thinking. I am one of those people who sit back until it is all over and then tell what was done wrong."

"In India they put their wheat away in jars," said a wheat man. "When they get short of supplies they go and dig out a few jars." "In the northwest, when we're short," said a Duluth man, "we open up a few new bins." "Yes," said another from that country, "you open the bins and the trade gets the jars."

"Some of these city newspapers do make the funniest mistakes," sneered Farmer Kortop.

"What's the matter now?" asked his wife.

"Why, this paper's talkin' about a 'wheat pit.' Of course cherries has pits, but they ain't no sech thing as a 'wheat pit.'—*Philadelphia Press*.



Fernand Longuemare and Georges Longuemare, Paris, France.

Oil Engine. No. 785,558. Arthur Krebs, Paris, France, assignor to Societe Anonyme des Anciens Etablissements Panhard et Levassor, Paris.

Reversing Means for Explosive Engines. No. 785,922. John D. Termaat and Louis J. Monahan, Oshkosh, Wis., assignors to Termaat & Monahan Co.

The Knickerbocker Co., of Jackson, Mich., has registered the word "Cyclone," which has been used since 1886 as a trademark for dust collectors.

Conveyor. No. 786,337. (See cut.) Geo. F. Zimmer, London, Eng. The conveyor trough is supported on spring legs and is given a vibrating motion by means of rods connected to a crank on the driving shaft.

Apparatus for Conditioning Grain. No. 785,554. (See cut.) Richard Horner, York, England. Upright casings have between them a middle chamber, hinged doors in the casings over which the grain flows in a thin stream while

invention forms part of Mr. Westbrook's pneumatic grain shoveling apparatus. The valve casing is formed with an internal annular shoulder, thru which a bypass communicates with the supply pipe, admitting air pressure to retain the inner valve in a close position. On reaching the extreme limit of movement the ports in the valve open for the free passage of the air.

Machine for Bagging and Weighing Grain. No. 786,475. (See cut.) James B. Williams, Minden, La. The automatic weighing and bagging machine comprises a hopper, discharge chutes leading therefrom, a main valve disposed at the juncture of the chutes, scale beams connected to the main valve and provided with terminal bails or frames, hangers depending from bails or frames, adjustable bag-supporting platforms carried by the hangers, and an auxiliary valve arranged in advance of the main valve and operable thereby.

Bean Picker. No. 786,291. (See cut.) Herbert G. Hubbell, Hector, N. Y. Besides the endless belt common to bean

## Grain Carriers

Lake levels are rising. Ontario is 3 feet higher this year than in 1895.

Arispe and Carroll, Ia., are the termini of a proposed Great Western line 110 miles in length.

The Welland Canal will be opened Apr. 24 and the St. Lawrence and Quebec Canals May 1.

The early disappearance of the ice at Duluth permitted no boats to clear, since the Soo was still ice bound.

Surveyors are projecting the branch line of the Illinois Central from Mason City, Ia., north thru Owatonna, Minn.

A delegation from the Montreal Board of Trade recently requested the Dominion government to make Montreal a free port.

The Wabash road is said to have secured entrance to Lorain, O., on Lake Erie by the purchase of the Industrial R. R. Co.

Buffalo grain scoopers agreed with the Lake Carriers Assn., Mar. 23 for last year's wages with a slight increase for Sunday work.

One of the early charters to load corn at Chicago for Buffalo was the Ralph at 2 cents. Later charters were at 1½ cents, and 1¼ on oats.

Deepening of the St. Lawrence River to 30 ft. will be completed this year as far as Batiscan, leaving 20 miles to be dredged next year.

A minimum weight for car loads of 30,000 pounds for grain products was established at a recent meeting of the Western Trunk Line committee.

New road amounting to 4,252 miles was laid during 1904, as reported by the Railway Age. In 1903 5,786 miles was laid in the United States, Canada and Mexico.

Ice wasted rapidly the first week of April and Inspector Conger of the weather bureau, in a special bulletin, states that navigation everywhere on the great lakes will probably open Apr. 10.

Arguments against the Esch-Townsend rate legislation are being circulated by railroad attorneys in the guise of pamphlet reports by the Interstate Commerce Commission, but of which the commission knows nothing.

To provide for the extension from Republic to Spokane, Wash., the Republic & Kettle Valley R. R. has increased its capital stock from \$1,000,000 to \$5,000,000 and changed its name to Spokane & British Columbia Ry. Co.

The American Maritime League has been organized at Washington, D. C., to begin a campaign of education on the importance of upbuilding the merchant marine of the United States. The league will publish a magazine.

An investigation of rates on corn and corn products has been instituted by the Interstate Commerce Commission. The inquiry is to be limited to rates from the Missouri River west and south. The roads have been required to file answers by Apr. 20 and be represented at a hearing at Chicago May 8.

The grain movement at Chicago is very heavy. Eastbound rail shipments for the week ending Apr. 1, were the heaviest on record, amounting to 3,782,000 bus.; compared with 2,560,000 a year ago. Arrivals by western railroads during the week totaled 5,652,000 bus. of grain.

The corn-laden steamer Arimatea caught fire from a seaman's pipe while lying at anchor in midstream at New Orleans Mar. 31. The vessel nearly sank under the weight of the water poured on the flames and was run ashore. About 160,000 bus. of the cargo had been loaded.

The new steel bridge across the Mississippi River at Thebes, Ill., which has been under construction for 3 years at a cost of \$3,000,000, will be completed May 1. The roads interested directly in the new bridge are the Missouri Pacific, Illinois Central, St. Louis Southwestern and Chicago & Eastern Illinois.

In extending its line for 300 miles from Thief River Falls, Minn., the Soo line will inaugurate a new policy of locating townsites in advance of the construction of the line. Grain dealers who wish to build eltrs. will thus have an earlier start, can put their houses in better shape and be ready to load out grain as soon as car trains are running.

Baltimore's arguments on the differential freight rate were submitted to the Interstate Commerce Commission Mar. 27 by Arthur George B. Brown and John B. Daish, attorneys for the Chamber of Commerce. This brief goes exhaustively into the question as to the law, the precedents, the history of development and the natural advantages and disadvantages of the Atlantic ports involved, demonstrating that Baltimore is entitled to the differential from every point of view. Verbal argument was begun Apr. 4.

The New York Board of Trade and Transportation makes the following suggestion: Whenever, after a full hearing, the interstate commerce commission shall ascertain that a rebate or other discriminating rate lower than the published tariff has been made by any common carrier by any pretext or device whatsoever, such discriminating rate or rebate, whether made or given directly or indirectly, shall be construed to be the making of a new and reasonable rate, and the commission shall declare the rate so produced to be a new rate, and it shall so continue for one year and until changed in the manner provided by law.

Oklahoma has recently enacted a demurrage law with very drastic provisions. Shippers must be furnished with cars within 4 days after application or be entitled to a penalty of \$1 per day. Cars must be moved at the rate of 60 miles per day. The passage of this law in Oklahoma was comparatively easy, since shippers in that territory have observed the great benefit of the Texas law. In order to furnish the prompt service required by the Oklahoma law the railroads will need more cars and locomotives. If the needed cars are not built promptly the roads will have to deprive the shippers of Kansas and Missouri of facilities or be under the painful necessity of stopping the practice of permitting favored trusts to keep loaded cars on track for 6 months at a stretch without charging demurrage. The first big movement of wheat probably will teach Kansas a severe lesson on the vast benefits its southern neighbor is deriving from the reciprocal demurrage law.

## Durable Wire Rope Co.

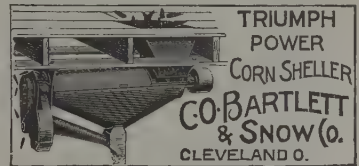
Grain Shovel Ropes

Car Haul Ropes

JUPITER TRANSMISSION ROPES

171 Lake Street

CHICAGO



## Do You Want

your grain dried in such a manner that it will break into powder when you attempt to handle it? No? Then use a ::

Morris Drier and Conditioner

Address

## F. R. MORRIS

Milwaukee, Wis.

We Are Large Manufacturers of  
Steel Roofing, Corrugated Iron, Etc.



We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

SYKES STEEL ROOFING CO., Chicago, Ill.

## Grain Purifying

When properly done is the most profitable work in the elevator, and costs very little.

Must, Smut and Mold Odors, Water and Climatic Stains Removed, leaving grain clean in appearance and with natural aroma.

Every elevator is interested in this work, and you should write us by next mail for description and grain samples of work. Address

## Caldwell & Barr

EARL PARK, INDIANA

## Plan of a 30,000 Bushel Elevator.

Illustrated herewith is the plan of a 30,000 bushel elevator designed for the Farmers Elevator Co., of Springfield, Minn. The foundation, as is clearly shown, is substantial and is designed to support any load which could be placed in the house. Most elevator builders are giving up the idea of placing foot stones under any elevator of over 2000 bushels capacity. Such supports provide no protection from the elements and the wind generally deposits all kinds of rubbish under the house to accumulate moisture and increase the fire hazard.

The pit of this elevator is constructed of concrete. The driveway thru the shed adjoining the elevator is provided with a dump and a 22-ft., dump scale. In the office adjoining is an 8-h. p., Fairbanks-Morse Gasoline Engine. The one leg is equipped with 11 x 6 inch cups and driven by ropes. Beside it is to be placed a one man elevator.

Grain from the elevator head will be spouted to any of the 11 bins or direct to cars thru a long iron spout with sufficient pitch to load cars to the full capacity without shoveling. The 100 bushel hopper scale is placed on the first floor.

The building is covered with corrugated galvanized iron siding and galvanized roofing. It was designed by the Younglove Construction Co.

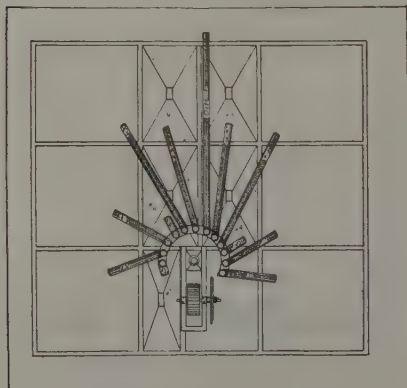
## New London Contract.

Wheat future contracts on a new basis have been agreed upon between the London Produce Clearing House and the Special Grain Committee, providing that the basis of contracts shall be:

Certificated No. 1 northern, Duluth inspection, or certificated No. 1 northern, Manitoba inspection, or certificated No. 1 hard spring, seaboard and/or western inspection; all deliverable at contract price.

Besides arrangements as to margins, weights, fees and other details the new contract gives seller the option of tendering certificated No. 2 northern Manitoba at  $2\frac{1}{2}$ d. per cental under contract price, also without certificate any American or Canadian Spring wheat not inferior to No. 2 Manitoba at its differential value below any of the No. 1 grades forming basis of contract, provided such differential value does not exceed  $2\frac{1}{2}$ d. per cental.

Official inspection certificates shall be final as to quality for No. 1 hard spring, No. 1 and No. 2 northern Manitoba, and No. 1 northern Duluth.



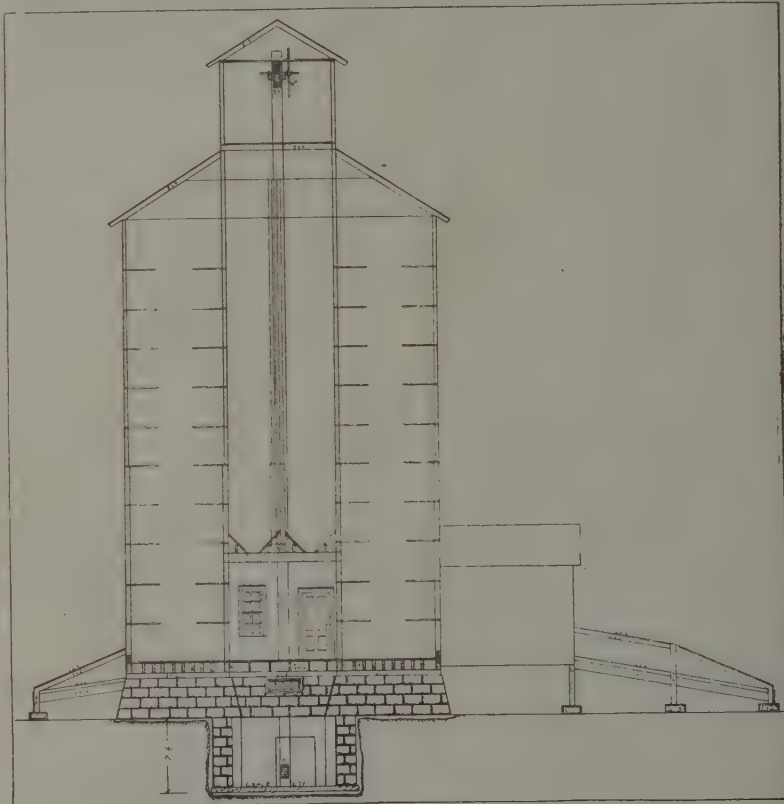
Plan of Cupola.

## Books Received

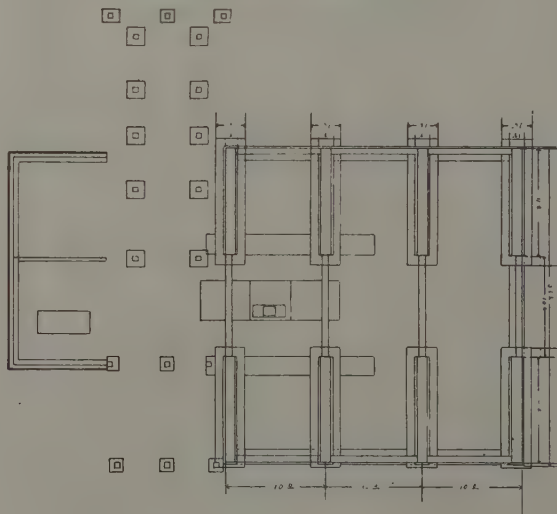
PRIVATE CIPHER CODE of Edward G. Heeman is of vest pocket size, and contains phrases for handling speculative orders and useful statistics for traders.

EXPERIMENTS WITH FARM CROPS.—Bulletin No. 140 of the On-

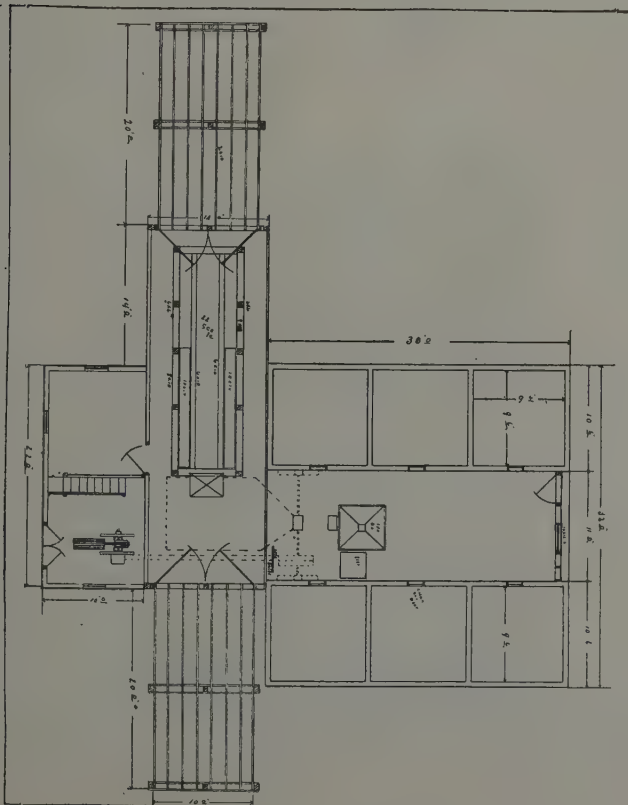
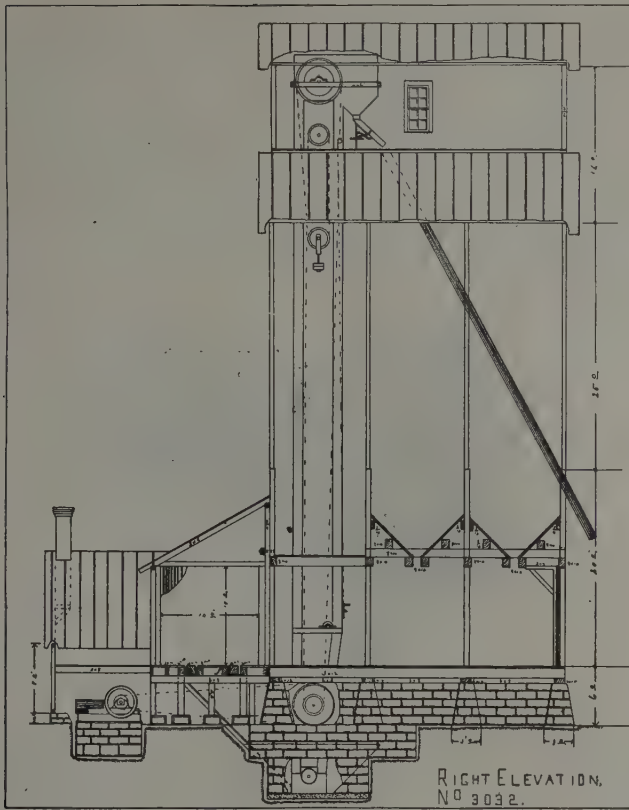
tario Agricultural College is a 62-page pamphlet containing the results of field experiments with farm crops during 1904, by C. A. Zavitz, professor of field husbandry. To the Canadian grower of grain and grass seeds this bulletin is invaluable, giving trustworthy information on the latest and best varieties, as well as suggestions on the best methods of farming. Published by the Ontario Dept. of Agri., Toronto, Ont.




Longitudinal Section 30,000-bu. Elevator.



Plan of Foundation.





**Cover's Dus Protectors**

Rubber Protectors, \$2.00  
Metal 1.50

Sent postpaid on receipt of price; or on trial to responsible parties. Have automatic valves and fine sponges

**H. S. COVER**  
153 Park St. South Bend, Ind.

## SPEAR MAILING ENVELOPES

will carry your samples of Grain, Seeds and Flour safely to destination. The best envelope made, costs no more than others.

WRITE FOR SAMPLES AND PRICES

Heywood Mfg. Co., Minneapolis, Minn.

## Homeseekers' Excursions.

The Chicago Great Western Railway will on the first and third Tuesday of each month, January to April inclusive, sell homeseekers' tickets at one fare plus \$2.00 for the round trip to points in Arkansas, Arizona, Colorado, Indian Territory, Iowa, Kansas, Mexico, Minnesota, Missouri, Nebraska, Nevada, Texas, Utah and Wyoming. For further information apply to

F. P. LASIER,  
City Passenger and Ticket Agent,  
115 Adams Street, Chicago.

## MANUFACTURERS

Contemplating establishing plants in the West, should take advantage of a location on



THE PIONEER LINE  
WEST AND NORTHWEST OF CHICAGO  
which reaches the famous

**WATER POWERS,  
COAL FIELDS,  
IRON ORE RANGES,  
HARD AND SOFT LUMBER  
DISTRICTS**

of the West and Northwest, and affords the best means of transportation to the markets of the world.

For further particulars apply to  
**MARVIN HUGHITT, JR., E. D. BRIGHAM,**  
Freight Traffic Mgr. Gen. Freight Agt.  
**CHICAGO**

## Supply Trade

Begin NOW to plant your advertising seed, if you expect to gather a crop of business during 1905.

The McDonald Bros. Pitless Scale Co. has been incorporated at Pleasant Hill, Mo., with \$50,000 capital stock.

The Michigan Millers Mutual Fire Insurance Co. has appointed William Reed southwestern agent with headquarters at Kansas City, Mo.

B. S. Constant Co., of Bloomington, Ill., have brot out "a new idea in warehouse corn shellers" which is called the U. S. Corn Sheller.

Honstain Bros., of Minneapolis, Minn., will continue the grain elevator building business of Honstain, Bird & Co., who have dissolved partnership.

The H. W. Caldwell & Son Co., of Chicago, Ill., is now the exclusive selling agent of the United States for the genuine Salem Elevator Buckets manufactured by the original manufacturer, the W. J. Clark Co.

W. B. Knickerbocker, who is president and general manager of the Knickerbocker Co., of Jackson, Mich., has resigned the management of the Albion Milling Co., Albion, Mich., in order to devote his entire time to the Knickerbocker Co., which has recently added to its line of machinery.

The Sidney Elevator Mfg. Co., of Sidney, O., reports an increasing popularity of its passenger elevators. The live, wide-awake grain merchants and warehouse men are realizing the efficiency and the indispensableness of the man elevator, until now nearly all plans for elevator buildings specify the New Era.

Sprout, Waldron & Co., of Muncy, Pa., who two months ago established a branch office at Minneapolis, Minn., in charge of C. H. Mohr, are now putting in a stock of machinery on the ground floor of the Corn Exchange bldg., from which to make prompt shipment of goods often called for. A line of Monarch machines has been erected, a few of which can be operated.

The Younglove & Boggess Co., of Mason City, Ia., is sending grain dealers who contemplate building an elevator copies of a 24-page pamphlet containing a few valuable suggestions, together with fac-simile testimonial letters from firms in several states for whom the company has built elevators. Readers of the Grain Dealers Journal will be sent a copy of the pamphlet on request.

The C. O. Bartlett & Snow Co., of Cleveland, O., has made a large number of shipments recently of elevators and conveyors, crushing and drying machinery to states as widely separated as Utah and Arizona on the west and South Carolina on the east. The recent sales cover nearly all the specialties made by the C. O. Bartlett & Snow Co., and range in size from the ash elevator supplied to the Rockefeller bldg. at Cleveland to the 175-tons per hour coal conveying outfit furnished to the National Mining Co., of Pittsburgh, Pa.

Advertising is educational. You cannot educate the American people or any

considerable number of them in a few weeks. The great mass of people reach the buying stage by slow degrees. First they barely notice your ads, then they remember having seen them before, then become interested and read them, then are attracted by your arguments and have a half-formed purpose of trying your goods—and finally reach the buying point.

The Barnard & Leas Mfg. Co., of Moline, Ill., well known to the grain trade as a manufacturer of corn shelling and grain cleaning machinery, has recently established a department for the building of

### A New Sheller in the Crib.

The U. S. Corn Sheller recently placed on the market by B. S. Constant Co., is said to represent a new idea in warehouse corn shellers. It is all cast iron with chilled shelling surfaces to insure them wearing well. The teeth and form of the casings and cylinder are similar to the standard shellers which have been a success for more than seventeen years.

The improvements incorporated in the new sheller and fully covered by letters patent now pending are intended to raise the boot up out of the pit so that it can



grain elevators. The company now will undertake contracts for the construction of elevators of wood, steel, concrete or combination materials, and all modern equipment. The company has placed this department in charge of Barclay G. Mering, who has had a wide experience in the designing and building of grain elevators, and has been connected with some of the best known elevator builders in the country.

The new trade mark law which went into effect Apr. 1 makes it possible to register trade marks used in commerce between the states, which most of them are, it not being necessary to allege that the mark is used in trade with the Indian tribes. The fee for registration has been reduced from \$25 to \$10. Section 27 of the new law forbids the importation of merchandise which shall copy or simulate the name of any domestic manufacture, or manufacturer or trader, or of any manufacturer or trader located in any foreign country which, by treaty, convention, or law affords similar privileges to citizens of the United States, or which shall copy or simulate a trade-mark registered in accordance with the provisions of this Act, or shall bear a name or mark calculated to induce the public to believe that the article is manufactured in the United States, or that it is manufactured in any foreign country or locality other than the country or locality in which it is in fact manufactured. The collector of every port will be furnished by the Treasury Dept. with a copy of the trade mark of every manufacturer desiring this protection. Owners of valuable marks are advised to re-register under the new act.

Oats have no friends. Liberal supplies on hand and a new crop coming.

The Corn Products Co., at a meeting Mar. 29, elected C. H. Matthiessen, E. A. Matthiessen, Norman B. Ream and Wm. J. Calhoun directors.

be cleaned easily. This arrangement also obviates the necessity of pit and steel tank, as it is not necessary for this sheller to sit three to six feet above the boot in order to secure sufficient fall to get the corn and cob to the boot. No heavy lower hopper is necessary to connect the sheller and the boot. The casings of the U. S. Sheller are solid and the shelled corn and cobs go directly to the drum where they are picked up by four plates, cast on the cylinder and turned out into a spout connected with the boot.

The feed in the hopper is made up of a number of teeth arranged on two collars to form a forced feed thus insuring a positive and steady feed to the shelling surface. This has been found to be quite an advantage especially in shelling wet corn. In fact in a trial test the sheller is said to have shelled 300 bushels of wet corn per hour and that too without cracking any of it.

The sheller is very easily placed in position for work and after its supporting timbers are arranged all that remains is to bolt it fast to the timbers and connect the discharge of the sheller to the elevator boot or leg with a spout. There is no hopping underneath and when an accident occurs it is a very easy matter to make repairs by removing the lower casings without disturbing any other part of the machine. The removal of a broken casting is a very simple matter. The sheller is so readily accessible that by removing the lower nuts the old casting can be quickly replaced with a new one.

The U. S. Sheller is made in rights and lefts and to discharge from underneath as well as over. Hence it is an easy matter to find a suitable place for it in old or new structures. It is made with or without fans. The elevator operator who has dug around in the dark will readily appreciate the advantage of having a sheller which stands up so that it is easily accessible.

## What the Solicitor Brings You.

BY COL. RICE.

Shippers at interior stations ordinarily make the mistake of assuming that they are conferring a *favor* upon the traveling man to whom they grant an interview and that he alone is the beneficiary. Nothing was ever farther from the truth. The advantage is either reciprocal or there is none at all. In fact, the shipper derives the most. He can only bestow a limited amount of business, but he can receive a large fund of useful information, if he be the right sort. The gain in this is obvious, yet it goes without just recognition in perhaps nine cases out of ten.

But consider it for a moment! Here is the grain dealer isolated, during the greater part of the time, at a country station; his experience is limited to the local market and dealings with receivers in the terminals or cereal industries at interior points. What chance has he to widen his horizon and get a look out upon the broad world of business? Aside from reading and occasional attendance at conventions, etc., he has none, *except* in his relations to the ubiquitous traveling-man. But the latter is a host in himself, a convention and trade paper and market report all rolled into one. He is in close touch with conditions of trade and knows the little eddies and currents which blend with or flow counter to the main stream. He may not tell *all* he knows. It is his market whose advantages he brings out; but there are many of him, and by listening you may learn the needful things to know concerning each market.

He is also familiar with the different practices, some good and some otherwise, which are peculiar to the grain trade. Not a few of these are strange and devious. Of one or two you may never have heard, even tho half a century of years are yours. Lead him on to tell you about them. Enough has been said to indicate my meaning. If you are a dealer who reads this, think the mat-

ter over, and maybe you will give the next knight of the grip a little heartier clasp of your hand, for it is you who are favored.

## The Final Test.

BY C. A. M'COTTER.

The true and final test of an insurance company is not its millions of business, its thousands of assets or the jolly good fellow who so kindly issues the policies and collects the premiums. The test comes after a loss involving \$1,000 or more. Then the policy contract is of importance.

Did the insurance company consider the property owner or are the conditions one-sided, to protect the insurance company?

Will the insurance company resort to technicalities and give themselves the benefit of the doubt in all cases?

Was the contract drawn by an insurance agent acquainted with elevators, so that you are fully or only partially protected?

Will the adjustment be conducted as though you should receive an equity conceded by your fellow-policyholders, or as though the profits of the company consist of what is not paid for losses? Many points arise after a loss occurs that are not considered when the policy is issued.

## Will Meet at Niagara.

The ninth annual meeting of the Grain Dealers National Ass'n., as was announced in the last number of this Journal, will be held at Niagara Falls, June 2nd and 3rd.

Headquarters will be at the Cataract-International Hotel, which is conducted on the American plan; rooms \$3 to \$5 per day. Ample meeting rooms, ball rooms and committee rooms are provided without expense to the Ass'n. These two hotels which join one another are amply large enough to afford comfortable quarters for all who may attend.

## The Gorge Below Niagara Falls.



Annual Meeting National Assn. June 2-3.

## Low Colonist Rates to the West.

The Chicago Great Western Railway will from March 1st to May 15th sell Colonists tickets to California, Oregon, Washington, British Columbia, Idaho, Montana and Utah at greatly reduced rates. For further information apply to F. P. LASIER, City Passenger and Ticket Agent, 115 Adams Street, Chicago.

## Wanted:

Parties to establish Mills in the best agricultural states in the Union. Good towns in good communities!

If you are looking for an opening of this kind, better write TO-DAY to

**W. H. MANSS**

Industrial Commissioner



209 Adams St.  
CHICAGO

## Settlers Rates to Points in Minnesota, North and South Dakota.

The Chicago Great Western Railway will on March 7, 14, 21 and 28th and April 4, 11, 18 and 25th sell one way tickets to Minnesota and North and South Dakota at greatly reduced rates. For further information apply to F. P. LASIER, City Passenger and Ticket Agent, 115 Adams St., Chicago.

## Supreme Court Decisions

The conclusion reached by an arbitrator to whom the differences between plaintiff and defendant were submitted under agreement that his decision should not be binding is not admissible as evidence.—*Truax v. Bliss*. Supreme Court of Michigan. 102 N. W. 635.

Where arbitrators filed an award in favor of plaintiffs, and thereafter, on rehearing, filed a second award in favor of defendant, evidence was inadmissible to explain such action on the hearing of a motion to confirm.—*Brown v. Durham*. St. Louis Court of Appeals, Missouri. 85 S. W. 120.

It is a general rule that where the carrier is unable to deliver the goods to the next designated carrier, and has an opportunity to do so, it is his duty to at once notify the shipper or consignee, and failure to give such notice will render him liable for any loss or injury resulting therefrom.—*Fisher v. Boston & M. R. Co.* Supreme Judicial Court of Maine. 59 Atl. 532.

In an action of replevin, a warehouseman, who, by demanding for storage more than is due him, has lost his lien, if he has failed to obtain from his bailor a statement in writing under the supplement to the replevin act (P. L. 1893, p. 451), is liable for costs in case he appears and defends the replevin suit.—*Stephenson v. Lichtenstein*. Supreme Court of New Jersey. 59 Atl. 1033.

W. and F. together cultivated a crop on F.'s land, and, to obtain fertilizer, they gave a crop mortgage on "all the crops cultivated by us" on F.'s land; the lien directing a sale of the crop for "payment of the debt and interest and for any surplus to us." *Held*, that the individual crop of F., cultivated by him on another part of the same tract of land, on which no part of the fertilizer was used, could not be held by the mortgage lien.—*Ferguson v. Twisdale*. Supreme Court of North Carolina. 49 S. E. 914.

Under Comp. Laws, section 9523, providing that chattel mortgages not filed or accompanied by immediate change of possession of the property shall be absolutely void as against subsequent mortgages in good faith, a chattel mortgage on growing crops, taken in good faith, and without notice of a chattel mortgage thereon contained in the lease of the land, which was not recorded, takes precedence of the mortgage in the lease, though it itself was not filed.—*Lingle v. Owosso Sugar Co.* Supreme Court of Michigan. 102 N. W. 639.

Railroads can enforce arbitrary demurrage regulations on shipments from one state into another by refusing to deliver cars on consignee's switch, and in defiance of the orders of any state railroad and warehouse commission. The federal circuit court of the Eastern district of North Carolina has recently decided that the reasonable demurrage rules of the North Carolina Corporation Commission are void, as an interference with interstate commerce. The Greensboro Ice & Coal Co., of Greensboro, N. C., owed the

Southern Railway \$146 demurrage, but refused to pay as the charges were unjust. In order to force the Coal Company to pay the extortionate charges the Southern Railway discontinued switching cars to the Coal Company's side track, and four cars were switched to team track. On complaint by the Coal Company the North Carolina Corporation Commission ordered the railway to switch the cars. The railroad company brought suit in the federal court to enjoin the commission from enforcing its order; and the court decided "Car loads of coal shipped from one state into another remain subjects of interstate commerce until delivery to the consignee, and an order of a state corporation commission directing the railroad company to place the cars on a certain track for unloading, as requested by the consignee, is without jurisdiction, and void, as an interference with interstate commerce." This decision leaves the consignee without the protection of the state commission, and the Interstate Commerce Commission lacks power to enforce its orders. The authority of the Interstate Commerce Commission should be enlarged to cover demurrage and all cases that do not come under the jurisdiction of state commissions.—*Southern Ry. Co. v. Greensboro Ice & Coal Co.* 134 Fed. 82.

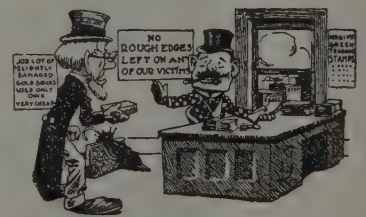
The Garrison Milling & Elevator Co. bot of R. M. Phillips a crop of grain without knowledge that John Fischback held an unrecorded mortgage. The company did not pay for the grain, simply taking possession and crediting Phillips with \$426. Fischback brought suit and was defeated in the lower court because he had let 30 days go by before recording the mortgage. Fischback appealed, and the Court of Appeals of Colorado reversed the decision, deciding against the Garrison Milling & Elevator Co. because the evidence did not show that the company had actually purchased the grain, but was merely a bailee. The syllabus is: One purchasing personalty without knowledge of a prior unrecorded mortgage takes a good title. The fact that a chattel mortgage is unrecorded, and that the mortgagee has suffered more than the statutory period of 30 days after default to elapse before taking possession, does not entitle a mere bailee of the property to retain it as against the mortgagee.—79 Pac. 749.

Board of Trade transactions are again upheld in the decision by the Supreme Judicial Court of Massachusetts, rendered Feb. 27, 1905, regarding a purchase of May wheat in January, 1884. The orders of the customer, Whitman, were forwarded by the broker, Reardon, who was a member of the Board of Trade, to his correspondents at Chicago, Baldwin, Farnum & Co., who bot the 10,000 bus. and later forwarded the warehouse receipts and tendered them to Whitman, who declined to accept them. The syllabus is: In order to render a contract for the sale of wheat void at common law, as a wagering contract, it must appear not only that the buyer had at the time of entering into the transaction no intention of receiving the wheat, but also that the seller then knew the buyer's intention in the premises. In an action to recover a loss sustained by plaintiffs in purchasing wheat for defendant, where the defense was that the contract constituted a wager, testimony of plaintiffs as to the method of making deliveries adopt-

ed on the board of trade, and that such deliveries were made by means of negotiable warehouse receipts or certificates, and that the grain represented by them remained in the warehouse, to be delivered for shipment, was admissible on the issue of plaintiffs' readiness and ability to perform their contract. That no question was made that warehouse receipts introduced in evidence sufficiently showed the ownership of the wheat which they purported to represent did not render the evidence incompetent. On an issue of wager in a contract for the sale of wheat, testimony that there was no agreement between the sellers and the buyer that the contract should be settled by payment of the differences was proper.—*Farnum v. Whitman*. 73 N. E. 473.

The Supreme Court of Kansas has reversed the decision of the district court of Shawnee County in the suit of the Canton Milling Co. against the Atchison, T. & S. F. R. R. Co. to recover for shortages in shipments of bulk wheat. The shipper signed contracts reading "The Atchison, Topeka & Santa Fe Railway Co. \* \* \* Will receive the under noted property and transport it over the Atchison, Topeka & Santa Fe Railway and deliver to consignees or the next company or carriers (if the same is going beyond its line of road), for them to deliver to the place of destination of said property; it being distinctly understood that this company shall not be responsible as common carriers for said property beyond its line of road or while at any of its stations awaiting delivery to such carriers." The Supreme Court says that a railroad has the right to limit its liability to its own line by special contract, stating that Section 7 of chapter 100, p. 176, Laws of 1893, providing that no defense to an action against a railway company for the recovery of loss or shortage on grain received by it for transportation, by reason of the same having occurred on the line of some other company to which it may have been transferred, or which may have received it for shipment, shall be admitted to be made, unless all the facts and circumstances of such loss or shortage so occurring on such other line shall be fully set forth in written pleadings filed by the shipping company, and affirmatively and fully proved by it, has no application to cases against the initial carrier growing out of shipments of grain made under contracts with it signed by the shipper, in which the carrier's liability is limited to transportation to the end of its own line, and delivery there to connecting carriers.—79 Pac. 656.

## Mail Order Business.



Abner Greenhaw—"Looky here! This fetch-taked good brick that you sent tew me out at Jimtown ain't no good."

Mr. Silckoon—"My dear sir, I am sorry I cannot talk it over with you, but this is a strictly mail order business."—Daily News.

# Power Car Loaders for Elevators.

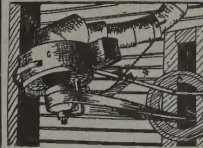
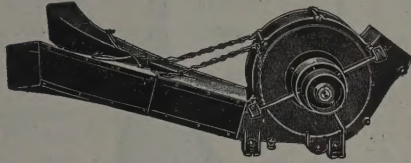
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Gentlemen:—A short time ago you wrote us asking us how we liked your car loader. We had then just put it in and had not tried it, but since then we have thoroughly tested it and are well pleased with it. Have loaded corn at the rate of better than 2500 bushels per hour all with no trouble and very little power. Wishing you the best of success, we remain,

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Further use of the machine must have confirmed their trials because they ordered one for their house at Redmon, Ill., just two months after that was written, and in July, 1904, they sent us another mail order for a loader for their elevator at Attica, Ind. If you have to scoop the grain back to the ends of the cars, write us to send one of these machines on trial and tell us about how fast you wish to load, as we make them in five sizes.

MAROA MFG. CO., Maroa, Ill.



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Burchinal, Iowa  
Patentee & Mnfr.

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Nelson Flexible

Spout Holder

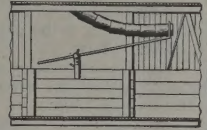
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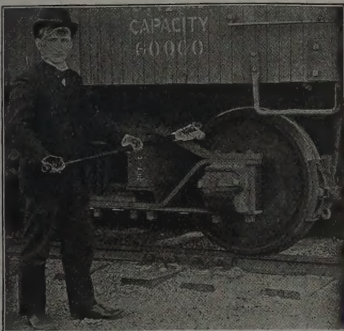
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Patent applied for



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Does not work on rail and expend its power at nearly dead center, but has advantage of full length of crank or radius of wheel. Moves a car 6 to 12 inches at each stroke on a level track. Price \$5.00 F. O. B. Odebolt, Iowa. Shipped C. O. D., subject to 10 days' trial and acceptance.

**THE CONVEYOR CAR LOADER**  
Leads in its line. Carries grain from chutes that are low down and any distance from track. The new plan rope-drive connections furnished solves problem of loading from any number of chutes. Shipped on trial.

**THE INCLINE ELEVATOR AND DUMP**  
and Storage System is the best and cheapest ear corn and small grain storage. Grain dealers, feeders and farmers plants solve the problem of cribbing ear corn, etc. without shoveling. Attracts the most profitable part of the business. Write for full particulars.

IOWA GRAIN & MFG. CO., Odebolt, Ia.

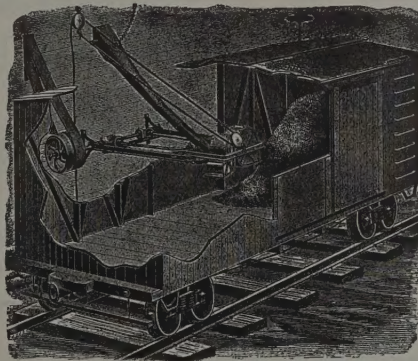
## The Western Air Blast Grain Loader

Loads, cleans and cools all at the same time. Latest and best, less power, perfect service. No more cracked corn, cleaner and better grain. After spending about two years in studying this problem we have found the proper principle for loading grain into cars and have perfected a machine which applies the principle of loading grain by air pressure, perfectly. We now have a number of these machines in operation.

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Will fill each end of the car at the same time.

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This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

Each page is 8 1/4 x 14 inches and at top of the 11 columns are printed Date, Name, Kind of Grain, Gross, Tare, Net, Bushels, Pounds, Price, Amount, and Remarks.

Each page has spaces for 40 wagon loads and each book has 100 pages, making each book contain spaces for records of 4,000 loads. The book is well printed and ruled on Sterling ledger paper, and substantially bound in extra heavy binder board with leather back. Price \$1.50.

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is invaluable to the country grain man in keeping record of his sales, shipments and returns from the shipments made. Its use will save much time and book work. The pages are 10 1/2 x 16 1/2 inches, used double. The left-hand pages are ruled for information regarding SALES and SHIPMENTS; the right-hand pages for RETURNS. Under SALES the column headings are Date, Amount Sold, Price, Grain, Terms. Under SHIPMENTS are Date, Car No. and Initial, Our Weights, In Bushels, Grade, Route, Rate. Under RETURNS are Destination Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks.

No. 14 AA contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$2.00.

GRAIN DEALERS JOURNAL, 255 La Salle St., CHICAGO, ILL.

### Drawback on Mixed Wheat and Blended Flour.

On Mar. 7 the Treasury Dept. gave a decision allowing drawback on imported flour mixed with domestic flour and exported.

On Mar. 22 the Treasury Dept. decided that the provisions of the drawback law as construed by Attorney-General Moody are not broad enough to permit the allowance of a drawback on the duty paid on foreign wheat imported into the United States to be exported mixed with domestic wheat.

This appears to be an unjust discrimination against the grain elevator proprietor. If the object of our tariff laws is to encourage home industries the operator of a cleaning and mixing elevator who employs labor and has large capital invested in buildings and machinery certainly is entitled to more consideration than the flour mixer who has only a flour mixing machine.

The discrimination against the grain dealer appears to be very unfair in view of the decision of the Treasury Dept., Jan. 9, 1901, allowing drawback on diamond dyes formed by mixing dry colors imported in bulk; and the decision of Nov. 21, 1903, allowing drawback on cod oil produced by mixing crude cod oil and domestic fish oil.

The regulation allowing drawback on blended flour is as follows: On the exportation of blended flour manufactured by the United Flour Co. of New York City, with the use of imported flour in combination with domestic flour, a drawback will be allowed equal in amount to the duty paid on the imported flour so used, less the legal deduction of 1 per cent.

The preliminary entry must show the marks and numbers of the shipping packages, the average gross and net weight of each package, and the gross and net weight of the entire shipment.

The drawback entry must show the gross and net weight separately of the several grades or brands of blended flour exported, and a transcript of the manufacturing records shall be attached thereto showing the percentage of both the domestic and imported flour used in the manufacture of each grade or brand of blended flour exported. Said entry must further show, in addition to the usual averments, that the merchandise was

manufactured of the materials and in the manner set forth in the manufacturers' sworn statement.

In liquidation, the quantity of flour in condition as imported which may be taken as the basis for allowance of drawback may equal the quantity declared in the drawback entry and the transcript attached thereto after official verification of exported quantities.

### Bean Supply and Demand in Michigan and New York.

Reports received by the Detroit News from 112 Michigan dealers give the net holdings at 125 stations on Mar. 15 as 342 cars of beans. In farmers' hands are 228,500 bus. unsold. Since the total crop last year, according to the secy. of state, was 3,000,000 bus, there is less than 10 per cent still in first hands. With 150,000 bus. required for seed it would appear that about 75,000 bus. are still to come forward.

Assuming that there are enough beans still in the hands of farmers tributary to stations not reporting to take care of the seeding demand, and providing that all the stock now in the hands of those dealers who have reported comes to market, there are approximately 680 cars in sight to supply the demand until the next crop is harvested.

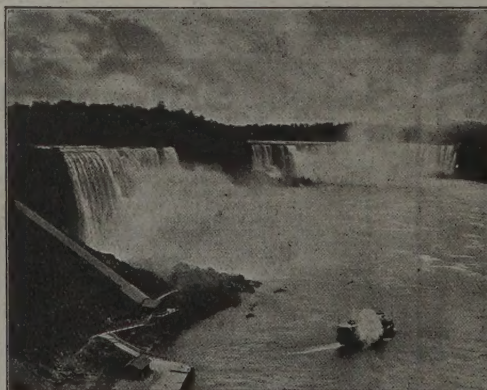
On the basis of the aggregate sales from Mar. 15 to Sept. 1 last year of 1,307 cars, the News estimates an apparent shortage this year of 627 cars.

In recapitulation, if the farmers of Michigan clean out every bin, reserving only enough for seed, and the dealers dispose of their entire stocks on hand, we have a total of 680 cars to take care of a demand which last year absorbed 1,385 cars.

New York state dealers to the number of 26, reporting on 60 stations, give net holdings at 197 cars, with 209,000 bu back in farmers' hands. Approximate sales by these 26 dealers from March 15 to Sept. 1, last year, were 451 cars. Figured on the same basis as this state, that stations not reporting have enough to supply the seed required and that all the beans in sight find their way to market, would give 507 cars against a probable demand of 451 cars.

If the figures of the News are to be relied upon beans would seem to be good property.

### The Maid of the Mist.



Makes Hourly Trips on Niagara River Below the Falls. The National Assn. Meeting June 2-3.

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**JEFFREY**  
**ELEVATORS : CONVEYORS**  
 Justifies all we Claim for Them.

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THE GAS ENGINE HANDBOOK, by  
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GAS ENGINE TROUBLES AND REMEDIES,  
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In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. F.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

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It is 9 1/2 x 12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents, and Remarks. The book is printed on Record Linen Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

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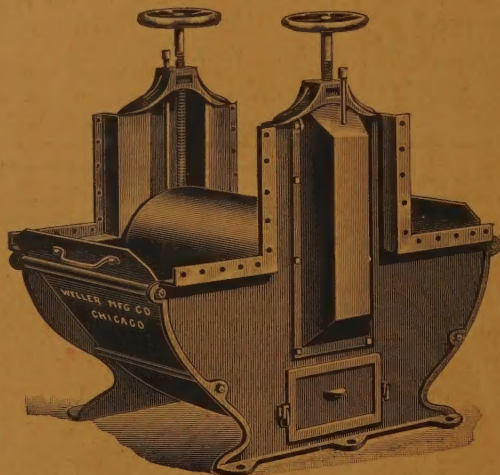
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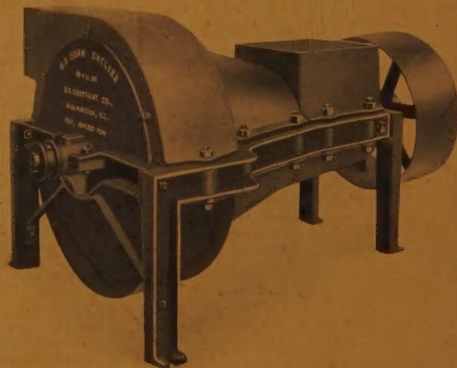
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